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25TH THOUSAND

THINGS YOU MUST KNOW FOR SAFETY

32 FULL PAGE ILLUSTRATIONS

Published by
The Public Safety Commission of Chicago and Cook County
Otis Building, Chicago, Ill.

TWENTY-FIVE CENTS

A Copy of this Book
Should be Kept
in
Every Home.

IN CASE OF ACCIDENT
Turn to Pages 140-144
Also Illustrated Appendix
Pages 171-178
for
"First Aids to the Injured"

RULES OF THE ROAD
Page 168

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JUN 1 1916

Things You Must Know for Safety

No man's time is so valuable that he cannot profit by a study of the startling FACTS in this book

READ IT! DIGEST IT!

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Office: Otis Building, 10 South La Salle Street
CHICAGO, ILLINOIS

"Safety First!"

THE SAME OLD STORY.
NEVER STOPPED, LOOKED OR LISTENED.
"FOUR FUNERALS NEXT SUNDAY THE RESULT"

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Dedication

To the Public Safety Commission of Chicago and Cook County:

I know of no better use that can be made of this book than to dedicate it to the divine purpose of education in matters that contribute to the prevention of those numerous causes of death which come under the official care of the Coroner of a great city like Chicago.

The figures on page 166, which show a reduction of 464 such cases in Cook County in the single year of 1914, constitute a magnificent tribute to all the agencies that have aided in this truly great work.

To the members of the Public Safety Commission especially, I tender my appreciation and gratitude for the great service they have rendered in their whole-hearted and self-sacrificing efforts to promote these objects, and I have much pleasure in placing the copyright of this book in the hands of this Commission, believing that they will use it to the utmost advantage in the education and warning—not only of the people of Chicago, but of the whole country.

PETER M. HOFFMAN.

337749

Board of Commissioners of Cook County, Ill.

OFFICE OF THE PRESIDENT

CHICAGO, March 25, 1914.

HON. PETER M. HOFFMAN,
Coroner, Cook County,
Chicago, Ill.

Dear Sir: The way you have performed the duties of the office of Coroner has made a radical change in the relations of that office to the public. Instead of doing the work perfunctorily you have seen the great necessity of bringing home to the public the dreadful lessons which result from carelessness and cause so many unnecessary deaths.

This I consider a fine piece of constructive work which is bound to produce a lessening of accidents which result in permanent injury or death. The old adage that "An ounce of prevention is worth a pound of cure" is here admirably applied, and I feel sure that the time, thought and attention which you have given, preparing this excellent report, is worthy of the greatest commendation.

Yours very truly,

ALEX. A. McCORMICK,
President.

PETER M. HOFFMAN
Coroner of Cook County, Illinois
Founder of the Public Safety Commission of Chicago and Cook County, Illinois

Index

PAGE

Dedication 3
Letter of the President of the County Board..... 4
Index 6
Public Safety and the Coroner's Office, by George H. Whittle.. 10
Public Safety Commission of Chicago and Cook Co., Ill..... 16
Safety Crusade in Foreign Languages, by Louis N. Hammerling 18
Safety First, by Mrs. Ella Flagg Young..... 20
Safety First in the Schools, by Edward J. Tobin 24
Coroner's Office and Public Safety, by Graham Taylor..... 26
The Automobile Court, by Judge Sheridan E. Fry..... 28
Safeguarding Life and Limb, by Judge Marcus A. Kavanaugh. 31
We Learn by Experience 31
Relative Proportion of Automobile Accidents..... 32
Cost of Recklessness and Heedlessness..... 34
Nine Years as Coroner, by Peter M. Hoffman..... 35
Coroner's Cases in Six Years—Physician's Certificates..... 35
Inquests—Held to Grand Jury (1912-1913)..... 36
Forecast Table for 1914 38
Public Safety Movement 41
Education and Public Safety 42
Spirit of Conservation 42
Natural Exuberance of Children..... 46
Violent Deaths in 1912 by Age..... 48
Need for County Bureau of Statistics..... 48
A State Law (Department of Statistics)..... 49
Serrated Bottles for Poisons..... 50
Coroner's Physicians 51
Post-mortem Examinations 52
The County Morgue 53
A Whistle for the Blind..... 53
Comparative Table 6, 1912-1913 54
Homicides—Abortion—Speed Mania 55
Accidents of the Street, Table 7..... 57
Comparative Auto Table 8, 1912-1913..... 58
Horse Vehicles 59
Elevator Accidents—Railroad Accidents—Street Car Accidents 61
Elevated Railway Accidents—Industrial Accidents..... 63
Asphyxiation—Drowning—Tetanus—Suicides..... 65
Firearms, with Comparative Table 9..... 66
Electrocution, with Table 10..... 67
Statistical Department—Comparative Summary Table 11.... 70

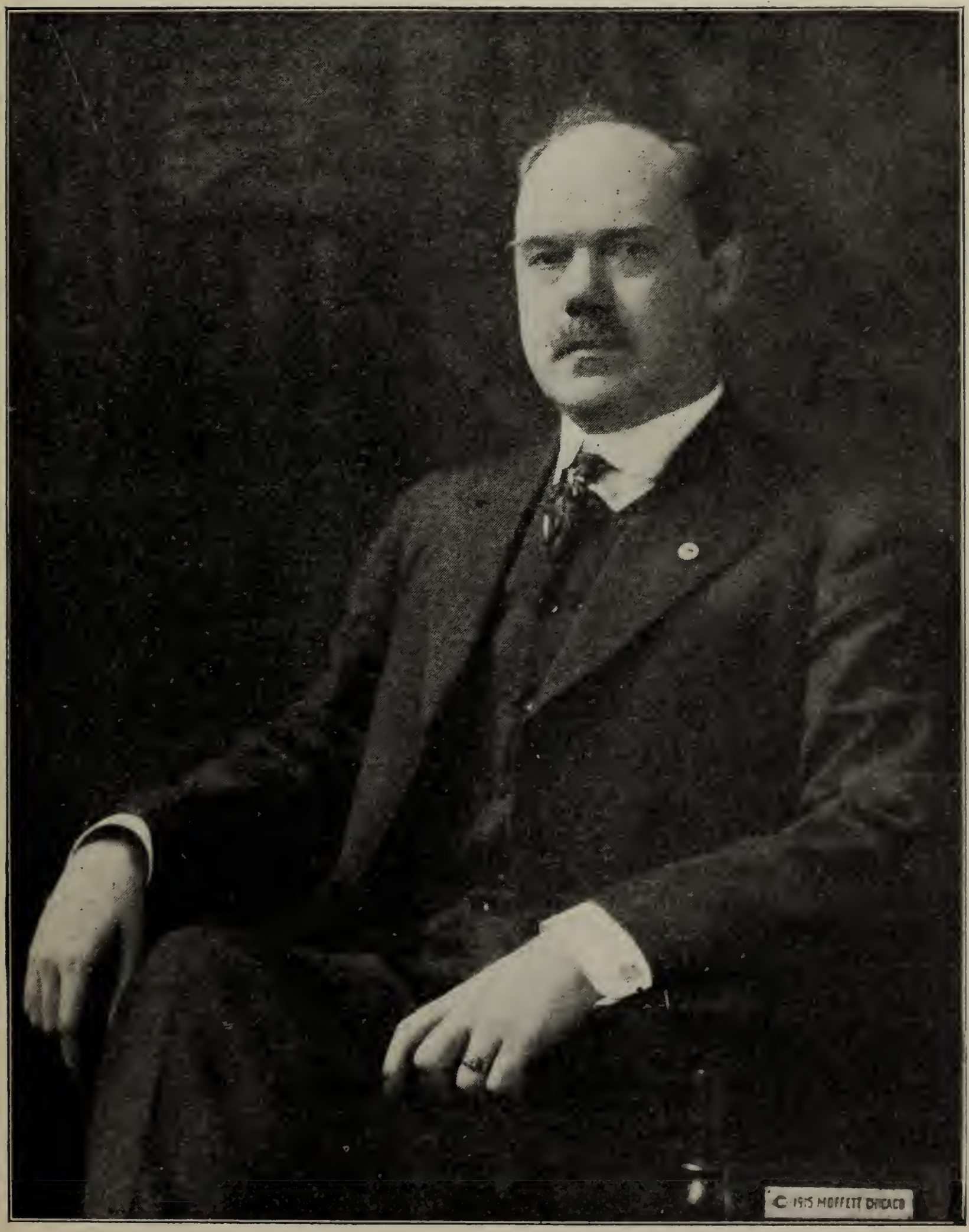
PAGE

Department of Alphabetical Tables 71
By Months, Sex, Age, Race, Civil Condition (Tables 12-16) .. 71
Causes of Deaths (Table 17) 72
Nativity Table (Table 18) 73
Occupation Table (Table 19) 74
Suicide Tables (20-28) 75
Homicide Tables (29-35) 76
Transportation Tables (36-43) 77
Industrial Tables (44-49) 78
Alphabetical Occupations, Census Table 50 79
Department of Numerical Tables 83
Inquests in Order of Months, Table 51 83
Inquests in Order of Age, Table 52 84
Hazard of Occupations, Table 53 84
Percentage Hazard of Occupations, Table 54 88
Causes of Death, Table 55 91
Nativity, Table 56 94
Social and Individual Responsibility, Table 57 94
Suicide Tables, 58-60 97
Methods of Suicide in Their Order 99
Poisons Used for Suicide in Their Order 100
Homicide Tables, 63-65 101
Transportation Tables, 66-70 103
Industrial Tables, 71-73 105
Nativity Tables, 74-75 106
Nativity Tables per 10,000 Population for Inquests, Homicides and Suicides, 76-78 108
Inquests, Suicides and Homicides Nativity Percentage Tables, 79-81 109
The Coroner's Office, by David R. Jones, Chief Deputy 111
Department of Statistics, by Parker H. Sercombe 116
The Chemical Laboratory, by William Duncan McNally 121
Court Reporting Department, by Sigmund S. Tarski 125
A Day in the Coroner's Office 126
Some Typical Coroner's Cases 130
First Aid to the Injured 140
Conclusion 144
Supplementary—Inspection of Grade Crossings in Cook County . 145
A Year of Safety Work 152
The Unemployed as Coroner's Juries 157
Fred Warren's Story of a Lost Limb 159
How the Death Roll Has Decreased in a Year 165
Safety First Suggestions 168
Americans Killed in Times of Peace 170

Illustrations

PAGE

Safety First—Never Stopped, Looked or Listened 2
Peter M. Hoffman 5
Chas. M. Hayes 9
George H. Whittle 11
Dr. William E. Buehler 13
George W. Dixon 15
John T. Stockton 17
Louis N. Hammerling 19
Mrs. Ella Flagg Young 21
Edward J. Tobin 25
Dr. Graham Taylor 27
How Accidents Occur 30
The Overhanging Platform on a Curve 37
Bicycle Rider Struck by Auto 43
The Deadly Saucepan 45
Just Let Loose from School 47
Auto Speeder and Children Playing 56
A Wrong Signal 60
The Responsibility of Motormen 62
Safeguarding a Band Saw 64
Lineman Working Without Safety Belt 68
The Result 69
Stop, Look and Listen 82
More than 150 Victims a Year from Scalds 95
Struck by a Freight Car 103
David Jones' Locker 112
After the Stock Yards Fire 118
The Coroner's Chemical Laboratory 122
The Need of Public Safety Instruction 127
After the Crib Disaster 128
Tipping Kettle of Scalding Water 133
The Violation of an Ordinance 135
His Life Insurance Paid Up 138
Insurance Lapsed and Family Left Penniless 139
The Fate of a Trespasser 140
Fred Warren 160



CHARLES M. HAYES
President of the Chicago Motor Club and
President Public Safety Commission of Chicago and Cook County

The Relation of the Public Safety Movement to the Coroner's Office

By GEORGE H. WHITTLE
Ex-President Public Safety Commission of Chicago and Cook County

With all due respect to the humanitarianism and alertness of Peter M. Hoffman, the Coroner of Cook County, it may be said without challenge in this age when public safety and human conservation are engaging the attention of all mankind, that it was part of the course of events, a natural flowering of efficiency both inside and outside the Coroner's office, that made Mr. Hoffman the logical pioneer to suggest the organization of the Public Safety Commission of Chicago and Cook County.

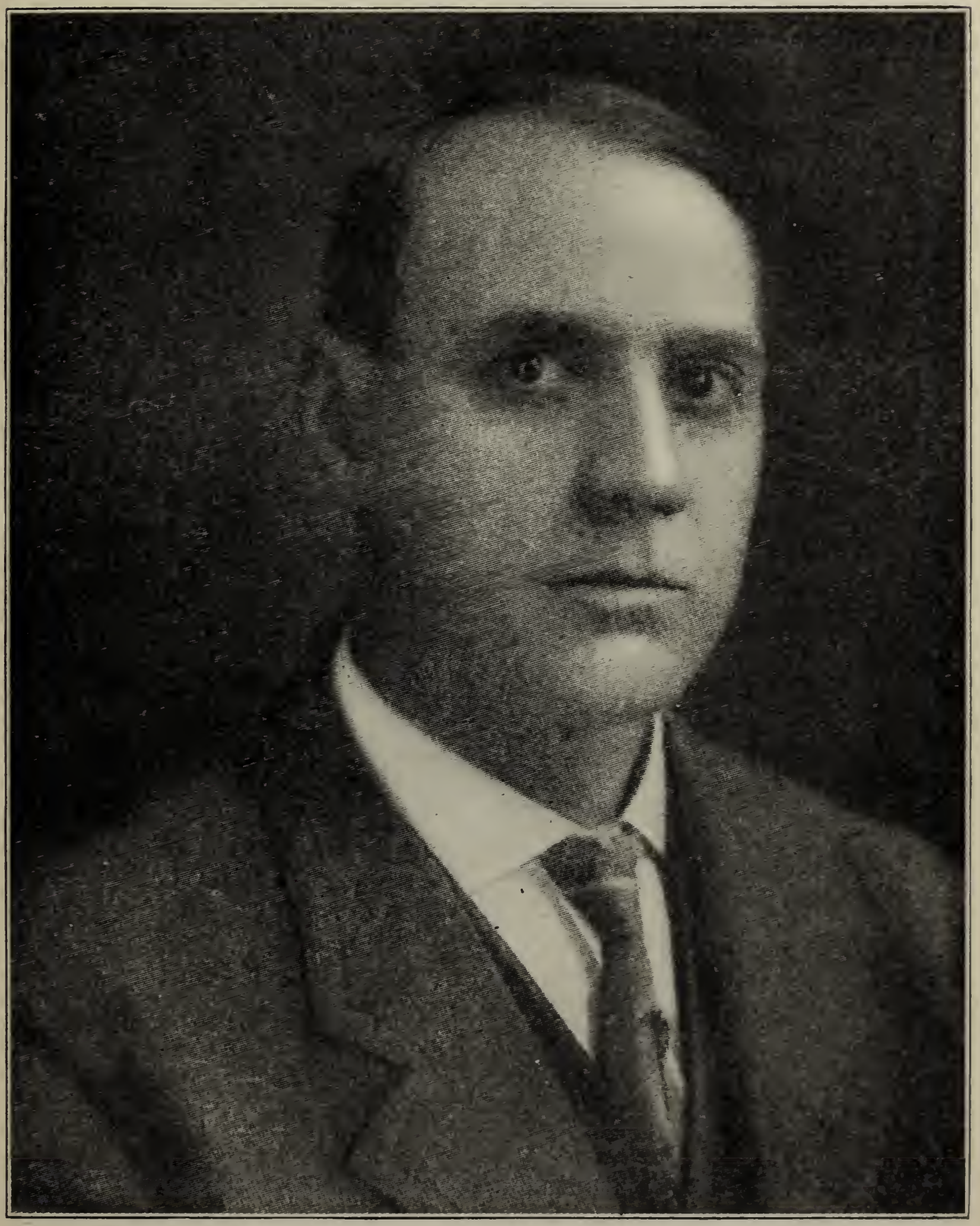
The Coroner's office is the vortex, the maelstrom in the great sea of life of Chicago, into which is whirled that unfortunate part of our population which suddenly and violently is carried to death without warning and without recourse. The fact that the great majority of coroner's cases are the result of carelessness, thoughtlessness or a lack of foresight either on the part of the decedent or on the part of others responsible for the surrounding conditions which brought sudden death to the victim, makes the records and experiences of the Coroner's office not only the greatest motive force in our community for suggesting organization in the interest of safety, but the compilation of the Coroner's records into tables and classifications will continue to supply the figures not only to guide the Public Safety Commission in its future labors and deliberations, but they will constitute the lessons by which safety will be taught through the medium of the schools, the churches and the newspapers.

Independent then of individual effort, the coming into existence of our Safety Commission is part of the spirit of the times, an expression of a movement that is sweeping the whole world. Nothing can be of greater importance than the lives of men, women and children—the greatest asset of every community; and future legislation and jurisprudence will be more lavish in expending funds to protect human life than for any other purpose.

There is a phase of the Safety First movement that is an expression of something far deeper even than the safeguarding of the physical life of human beings; it is an expression of our conscious relationship with one another, an awakening of a spiritual quality and sympathy, upon which genuine future progress and prosperity must depend.

Our present economic and political system still retains in its struggle for existence far too much of what may be called primitive animal ethics, and this safety movement in the interest of all expresses a clear realization of our kinship with one another as members of the one great human family, in which all should co-operate to protect and safeguard the rest.

Mr. Hoffman's actual contact with more than forty-one thousand cases during the past nine years has placed him in a position to realize first hand the widespread character of avoidable suffering that takes place in these thousands of homes. To him it has not been a written story from the printed page, but the actual contact with life itself, in which strong men,



GEORGE H. WHITTLE
The First President Public Safety Commission of Chicago and Cook County

able, willing and actively engaged in providing for their wives and children, have been cut off without warning. He has seen the wrecked homes and heard the cries of the bereft.

Out of countless experiences such as these has developed a realization on the part of Mr. Hoffman and others similarly situated in many populous centers, that **service to the dead** and to the state has a wider and broader significance, in fact has initiated the gathering, preserving and classifying of records of all such fatalities, out of which to create a great motive force to be applied in **service to the living.**

While, then, the Coroner's office is the source from which all of this information must naturally be obtained, too great praise cannot be bestowed for the keenness of insight and originality which prompted the Coroner to act, for it is due to his forceful initiative that the Safety Commission of Chicago and Cook County was organized, and it is with the greatest pleasure that I take this opportunity to make due acknowledgment to the creative mind of Mr. Hoffman, and bestow honor where honor is due.

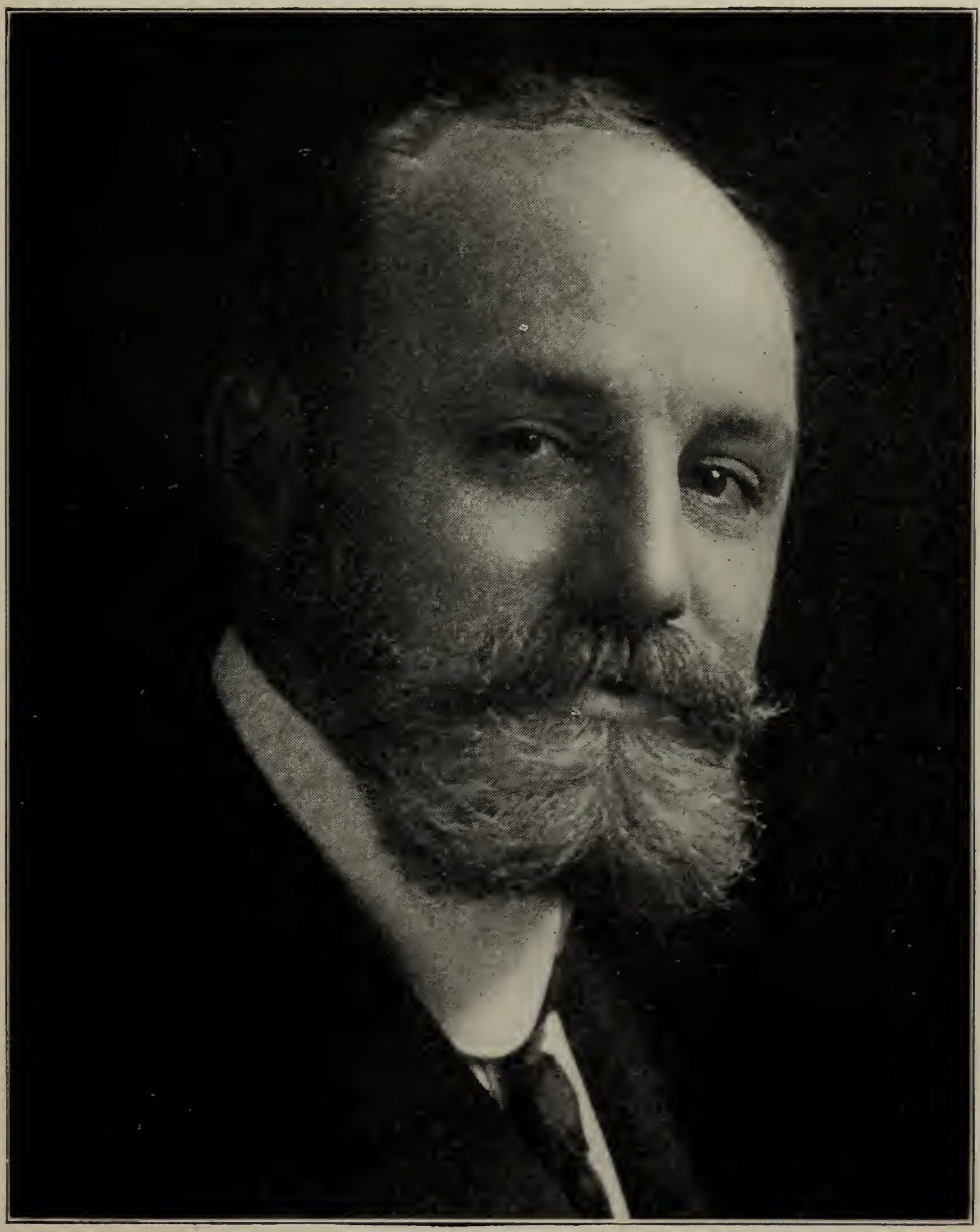
The total number of sudden, accidental and violent deaths which make up the records of the Coroner's office during the past nine years is 41,692, with 1913, just closed, furnishing by far the largest for any one year, viz., 5,648, and the Coroner's statistician has shown that these deaths and accidents occur in uniform ratios; the number who fall or are killed on the streets in various ways, who commit suicide, who fall out of windows and down stairs, who are injured by street cars, automobiles and horse vehicles, are so thoroughly a part of what is referred to by some sociologists as a "Law of Momentum,"* that by classifying them according to the way in which all the premature deaths have occurred during the past ten years, we know almost exactly the ways in which they will occur during the next ten years, and how many there will be of each class, unless the most strenuous organized effort, backed by adequate financial support, is employed.

The exceptional statistical information that the officers of the Public Safety Commission have obtained from the Coroner has convinced them of the necessity of a concerted educational movement to teach old and young to avoid the many and various ways in which accidents and fatalities occur, that the records of the future may be made to show a decrease instead of the constant increase that is observable in the Coroner's records for the past ten years.

After centuries of slumber, the spirit of conservation of human life has sprung into action. We are no longer satisfied with the mere conservation of our so called natural resources, as human life is admittedly the greatest resource the world has. There are now more than twenty safety exhibits and public welfare museums in foreign lands, nearly every prominent railway, street railway and industrial organization in the United States has appointed safety officers and inspectors or has safety departments with many employes in full operation, and it is a credit to Chicago that we are in the lead and not falling behind the rest of the world in this respect.

In connection with the organization of the Public Safety Commission of Chicago and Cook County, the fullest acknowledgment must be made to the Chicago daily papers for the splendid manner in which they have assisted in carrying on the campaign and giving a publicity to the movement that made the organized effort possible. Acknowledgment must also be made to Professor Graham Taylor, and to Louis N. Hammerling, of New York City, President of the American Association

*Herbert Spencer's "First Principles."



DR. WILLIAM E. BUEHLER
Ex-President Public Safety Commission

of Foreign-Language Newspapers, Inc., who by the widest circulation of Safety First material and by magnanimous financial aid that is fully appreciated by the Commission, has done so much to push the work forward.

The Safety Commission now includes in its membership the Mayor, the Chief of the Fire Department, the Superintendent of Police and other officials of the city and county, ministers of the Gospel, both Protestant and Catholic, safety experts of various railroad companies, industries and street railways, engineers, judges, labor union officials, attorneys, physicians, business men and women, philanthropists and publishers of English and foreign language newspapers. The schools have opened their doors, and our lecturers have given talks on "Safety" to over 400,000 children. The churches have had a "Safety Day," and more than 1,800 ministers and Sunday School superintendents preached public safety on that day, and the newspapers have given thousands of columns to the public safety movement.

While legal obstacles have thus far prevented the Commissioners of Cook County from giving financial support through the county treasury to the Public Safety Commission, as was expected, and while similar causes have interfered with an appropriation from the city, the work of the Commission has continued unfalteringly to attain its object and reduce to a minimum the killing and maiming of men, women and children upon our streets, in the homes, in industrial plants, office buildings and upon railroads or wherever preventable accidents occur. Our special committee on railroad accidents and legislation is doing everything possible to secure the passage of laws to prevent walking upon railroad tracks, a form of carelessness that last year alone cost Cook County 400 lives and caused some 3,000 accidents.

During its short existence the Commission has investigated more than 600 complaints relative to automobiles, most of them telephoned (Main 1000) to its headquarters in the Otis Building. In only a few cases was prosecution found necessary, letters sent to the owners of cars complained of usually bringing about the desired results.

The fact that up to date the Commission has been unable to secure the financial assistance of the city and county has, as stated, interfered with its efficiency to a great extent, still enough public spirited citizens are responding to the call for financial aid so that the Commission is able to carry on its propaganda, and it is hoped that the records of accidents and fatalities for 1914 will show a marked decrease as a result of these activities.

GEORGE W. DIXON
Treasurer Public Safety Commission, 1915

PUBLIC SAFETY COMMISSION

OF CHICAGO AND COOK COUNTY

OTIS BUILDING, CHICAGO

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Objects of the Commission

To safeguard and protect persons and the public from the dangers of automobiles, railroads, street railways, and all forms of transportation and traffic on the public highways in Chicago and Cook County.

To minimize the injuring or killing of persons on the public highways therein, and in stores, factories, workshops, and all other departments of industrial or mercantile employment or activity.

To investigate and classify the causes of violent death and of injury. To ascertain, advocate and secure possible remedies and preventives of the same.

To enlighten and educate the public through schools, churches, literature, and by publicity upon all matters and things pertinent to the foregoing subjects, and to compile and preserve statistics regarding same.

To assist in the enactment and enforcement of regulations, ordinances and laws necessary or requisite to carry out the foregoing purposes.

JOHN T. STOCKTON
Vice-President Public Safety Commission, 1915

Safety Crusade in Foreign Languages

By LOUIS N. HAMMERLING, New York
President American Association of Foreign-Language Newspapers

Since I am not a "safety" expert, I cannot speak with authority on the technical side of the movement. That aspect I must leave to those who have given their time and energy to a special and minute study of modern safety devices and their respective values.

No one, however, is more concerned than I am that human life shall be conserved as far as possible. As a foreign-born citizen I am particularly and profoundly solicitous that the millions of my fellow-foreign-born residents of this great country shall enjoy as full a measure of health and happiness as can be secured to them, since it is they who bear the larger share of accidents and fatalities. I would gladly lend my support to any cause which shall bring greater joy into their homes.

From the beginning of things, man has never been engaged in a more noble work than that of protecting and prolonging the life of his fellow. It is the divinest function of which the human race is capable. The business of safeguarding life was formerly left largely to the physicians and surgeons; then came the discovery of the importance of sanitation; next came the invention and multiplication of safety devices and measures of precaution; and now there is a movement throughout the country to make these known as safeguards, effective through legal enactments and popular education.

I have watched with the deepest gratification the excellent results already attained by the Public Safety Commission of Chicago and Cook County, of which the distinguished Coroner, Peter M. Hoffman, is the founder, and am glad indeed that its influence is spreading to other sections of the country. The American Association of Foreign-Language Newspapers, Inc., of which I have the honor to be president, is doing its share, through its 661 newspapers in 29 different languages, in spreading the gospel of "Safety First."

LOUIS N. HAMMERLING
Editor, The American Leader

Safety First

By ELLA FLAGG YOUNG
Superintendent of Schools, Chicago

In 1913 great interest was aroused in the subject of safety in the streets of a great city, particularly the safety of children. Immediately following the sounding of the alarm over the slaughter of children through general carelessness in the streets, this bulletin was sent to every school:

"To Principals and Teachers:

"The following report, prepared by a committee consisting of District Superintendents English, Sullivan and Lowry, embodies suggestions for immediate action in the schools.

"Every year there is a distressingly large number of accidents in the streets of the city. During the year 1912, there were 83 children killed in transportation accidents in the streets of Chicago. During the month of July, 22 persons were killed by automobiles. Of these, 14 were under sixteen years of age.

"In view of these conditions, there is a responsibility upon the schools to do whatever is possible in the way of instructing pupils as to the proper mode of conduct in the streets, for their own safety and that of others.

"The following recommendations are made:

"(a) That each principal designate a sufficient time during the week of September 8-12 to be devoted daily by the teachers of the school to instructing the children in avoiding accidents in which wagons, street cars, automobiles, and motorcycles are involved; that this instruction be repeated from time to time.

"(b) That teachers generally adopt the plan of reminding the younger children at each dismissal of the need for care in crossing the streets.

"(c) That the older children be encouraged to exercise prudence in their own movements as an example to younger children, as well as to insure their own safety.

"(d) That arrangements be made for securing the following lecture:

"The Chicago Railways Company has provided a series of reels of moving picture films, which it will present free of charge in any public school. These films show accidents to passengers, pedestrians, and especially to children. Several scenes show automobile accidents. Some show accidents in which the cars are not concerned. Some of the most startling scenes show the prevailing type of automobile accidents, where pedestrians cross behind one car, either standing or moving, and dodge across in front of a car going in the opposite direction. Arrangements for this lecture may be made through Mr. H. L. Brownell, Safety Inspector of the General Safety Committee, Chicago Railways Company, 600 Washington Boulevard.

"(e) That teachers utilize to the full, material on this subject in the latest Report of the Coroner, a sufficient number of copies of which will be sent to the schools to provide one for each teacher."

MRS. ELLA FLAGG YOUNG
Superintendent Public Schools, Chicago

SUGGESTIONS FOR THE CHILDREN

1. Cross the street at regular crossings, not in the middle of the block. Even if your school is situated in the middle of the block, use the regular crossings. During 1912 there were 103 people killed at railway and street car crossings; 412 not using regular crossings were killed.

2. Obey the police signals at crossings: one whistle means "Go north or south"; two, "Go east or west."

3. Look in all directions before crossing the street. It is especially necessary to avoid automobiles turning a corner.

4. Do not cross in front of a moving vehicle; wait until it has passed.

5. Danger signals from automobiles and cars should be heeded by everyone who hears or sees them; they are meant for YOU.

6. Roller skating in the roadway is forbidden by the ordinance of the City Council, June 2, 1913:

"Be it ordained by the City Council of the City of Chicago:

"SECTION 1. That it shall be unlawful for any person to skate on roller or ice skates upon any street or public way in the city, except on the sidewalks thereof, and at street intersections while crossing from one side of the street to the other.

"SECTION 2. Any person violating any of the provisions of this ordinance shall be fined not less than one dollar nor more than twenty-five dollars for each offense.

"SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication."

7. Children should not hitch on any moving vehicle.

8. The danger to girls in riding on motorcycles is very serious.

9. The majority of accidents to children do not happen when they are going to school or returning from school. There is great danger in playing backward and forward across the street, running across the street in the evening, hurrying to the show or the store, trying to overtake companions, running after a hat.

People who operate vehicles do not wish to run over either children or grown people. They are horrified when they are involved in accidents. Children whose friends own or operate automobiles, motor trucks or motorcycles can help to prevent accidents by telling these friends that the children are doing their share in preventing accidents, and asking the operators of the vehicles to do as much.

Attention is directed to the following ordinance:

"SECTION 2728G. VEHICLES NOT TO BE OPERATED BY PERSONS UNDER CERTAIN AGE OR INCAPACITATED FROM USING HANDS AND ARMS FREELY.— It shall be unlawful for any person who is under sixteen years of age, and it shall be unlawful for any person who is under eighteen years of age, unless accompanied by parent, guardian or other adult person, or for any person who is incapacitated from using freely his or her arms or hands, or who is incapacitated from freely using both feet, to operate any motor vehicle or motorcycle on any street, alley, or public place of the city, or for any owner of a motor vehicle or motorcycle to permit any person subject to the disqualifications or incapacity above mentioned to operated a motor vehicle or motorcycle on any street, alley, or public place of this city." Passed December 11, 1911.

Coroner Hoffman succeeded in securing the co-operation of citizens to the extent of their giving time to visit the public schools and there to address the children on the avoidance of risks and some methods of insur-

ing safety for themselves and other children. These brief addresses made a deep impression on the pupils. There were two reasons for the serious interest taken in them: first, a realization of the fact that the city cares for its boys and girls to such a remarkable degree that men, business men and professional men, will put aside their own affairs and go to the schools to warn the pupils of many dangers that threaten them in the streets and roads and then to point out the ways of avoiding accidents; second, enjoyment in seeing and hearing strangers with a pleasing address enter the school room or assembly hall, and in a direct yet breezy style give to a familiar subject a new and suggestive setting.

The concentration of attention on Safety First has had a marked influence throughout the city. In going about one notices within the last year a readier response to the automobile horns by all children, including those who have not reached kindergarten age.

Hereafter, on a given day, a part of the session will be devoted in every school room in the public school system annually to Safety First.

If Coroner Hoffman could have a date determined by action of the Mayor of the city, as October ninth is heralded by a letter from the Mayor, a certain civic interest in Safety First would pervade the city on that day, and as a result not only in the schools, but in the homes, the shops, and all other places of business would Safety First be a common topic of conversation for the day.

In industrial classes, in upper grammar grades and in vocational classes in high schools, there is given under the title of civics instruction in the laws made for the protection of those whose work is with machines. Boys and girls going out into the industrial fields should be informed of the dangers attendant upon working with power machinery, but nothing that invention can devise to protect the worker can compare with a mind trained in early lite to habits of carefulness in noting the environment and the conditions under which movements are safely made. Upon arriving at a street crossing, upon alighting from a car, the habit of quickly (not feverishly) surveying the conditions and then deciding where the path of safety lies is invaluable.

To cultivate the habit of careful alertness and ready projection of the course to follow is to develop a higher degree of mentality. Not only the preservation of life, but clearer and more decisive thinking will result from intelligent training of our children in Safety First.

"Safety First" in the Schools

▼▼

By EDWARD J. TOBIN
County Superintendent of Schools

In a complicated society like ours, especially in great centers of population, where each one's safety depends upon the efficient performance of duty by many others, the individual does not control his own physical safety as completely as in more primitive times.

Self-preservation is the first law of nature. In the remote days when man lived simply, this instinct, so deeply rooted in all life, enabled him to evade his enemies and escape accidents. Our ancestors of the caves and trees proved by their own survival that they were proficient in protecting themselves from their human and animal enemies, but if some of them were suddenly transplanted out of the past into the heart of one of our modern cities, they would discover such multitudinous dangers on all sides that only the most sturdy and alert of their race could hope to survive—an exemplification of the law of natural selection.

In these civilized times we are not content to wait on nature's grim process of eliminating the unfit. Humanitarianism inclines us to instruct and train our people while they are young and in the process of forming their habits, to combat and avoid the destroying enemies that lurk in our streets and workshops.

In this campaign of education, it is well to remember that we cannot straighten the oak after it has been bent and twisted by the storms of many winters, so if we wish to form habits that will insure "Safety First" principles, we must begin with the children in our elementary schools, and keep it up. We become interested in the subjects we study, think and read about, but impressions of childhood are easily effaced, except when lessons are constantly repeated and reviewed.

If the schools would grasp the opportunity to have these impressions vividly implanted in the plastic minds of their pupils, all the children of all the people would study, read and think about "Safety First" principles which should be taught in all the classes in all the schools. Nothing dignifies a subject pertaining to public welfare like having it studied and read about in the schools. It is paramount that we try to check the awful loss of life and limb, misery and poverty, sorrow and misfortunes brought about by carelessness and thoughtlessness. Practical knowledge on the lines of "Safety First" principles taught by the application method should prove a specific remedy.

We need "Safety First" literature adapted to the needs of the different grades. Our best writers for children ought to find a fruitful opportunity in producing beautifully illustrated supplementary reading adapted in content and vocabulary to the pupils of the different grades, dramatically depicting stories, fables and poetry that would impress upon the child's mind the need of being ever on the alert if he is to keep himself and others from harm.

EDWARD J. TOBIN
Superintendent of Schools, Cook County, Illinois

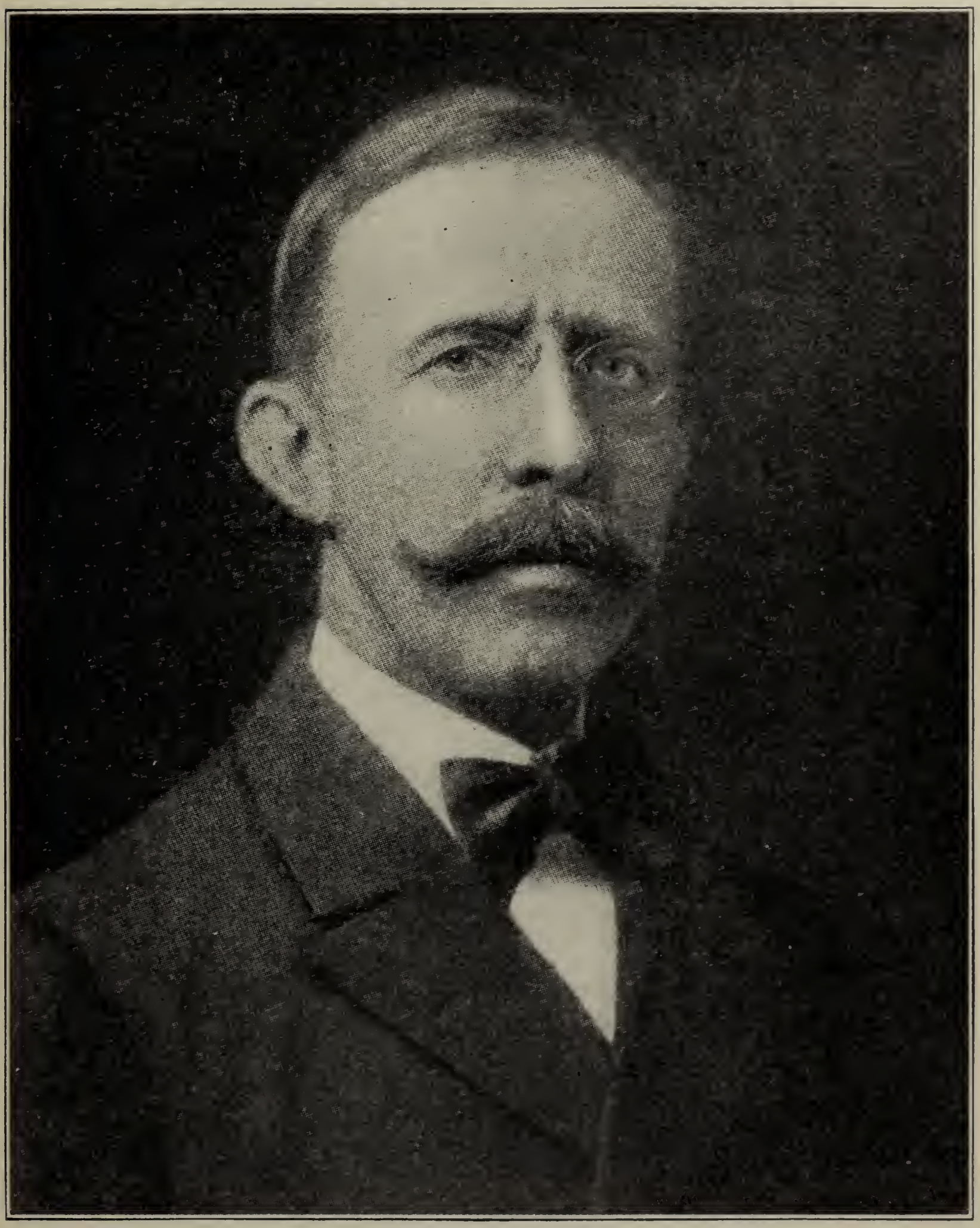
The Coroner's Office and Public Safety

By GRAHAM TAYLOR
Ex-Vice-President Public Safety Commission

It was Coroner Peter M. Hoffman, of Cook County, Ill., who first officially called upon his fellow-citizens in Chicago and outlying towns to help stop the killing and maiming of men, women and children on our streets, in our shops and at our homes. In so doing, Mr. Hoffman sets a new type and standard of public service for the office of Coroner, which his fellow-officials everywhere may wisely and well aspire to emulate. Hitherto the function of the Coroner has been stupidly regarded, both by the public and by incumbents of that office, as dealing chiefly if not only with death. The duty of this official everywhere is to inquire into the causes of deaths occurring under unusual or suspicious circumstances, or by accident. It has been fulfilled more with the idea of punishing those responsible for the loss of life than to prevent a recurrence of the causes of death.

But Coroner Hoffman was so stirred by the frightful increase of fatalities and the burden of sorrow and loss imposed by them, that he could stand under the load alone no longer. To his call for help and helpers a quick and strong response came from Chicago. Citizens representing the great railway, express and teaming companies; the street railways and the automobile interests and club; the Illinois Steel Company and other great manufacturing concerns; the judiciary, the church, the schools, the Council, the Association of Commerce and the Federation of Labor, now constitute the commission of one hundred members.

Employers, officials and lawmakers may do much to prevent accidents, but safety can be assured far more by parents and teachers, by children and youth, by employes at work and people on the streets, who are warned and instructed to take care of themselves and are interested and inspired to take care of others. Education and publicity are thus the chief means by which the safety movement can succeed. Coroner Hoffman's initiative deserves to be followed up by volunteer co-operation as the best investment that can be made by public officials and private citizens to save life and prevent suffering. It means fewer inquests and fees for the Coroner's office, but more health and wealth for the community.



DR. GRAHAM TAYLOR
Vice-President Public Safety Commission of Chicago and Cook County

The Automobile Court of Chicago

By Judge SHERIDAN E. FRY

The so-called "Speeders' Court" held its first session June 5, 1912. The court was called into existence as an emergency proposition; many people were being killed and injured by reckless drivers. There had been no uniformity in the work of the branch courts in dealing with automobile violators. To deal intelligently with this problem it was necessary to have one central court. The work of that court and the results attained have more than justified its organization and continuance. Judges of the court, citizens generally, the automobile public and automobile row would protest against its abolition.

After the work of the court had been well established there was an insistent demand that the class of cases assigned to that court should be extended to include all automobile violations; in other words, "Speeders' Court" should become "Automobile Court." This extension was made April 7, 1913.

As presiding judge of that court for more than a year I had opportunity to study conditions and formulate some ideas as to needed legislation. It is not surprising in Chicago, considering the enormous growth of the automobile business, that additional legislation will be required.

In the court year, ending December 6, 1913, I disposed of 12,892 cases. Of that number 4,976 were charged with violation of speed laws. The balance were minor violations, pertaining to lights, licenses, etc.

Practically all cases charged with speeding were going at least twenty-five miles an hour. The 1,527 cases tried in June, July and August, charged with violating speed laws, showed the following rates of speed. This is perhaps a fair average of all cases tried:

27 cases less than 25 miles an hour
404 cases at 25 miles an hour
271 cases at 26 miles an hour
248 cases at 27 miles an hour
178 cases at 28 miles an hour
89 cases at 29 miles an hour
113 cases at 30 miles an hour
36 cases at 31 miles an hour
35 cases at 32 miles an hour
22 cases at 33 miles an hour
17 cases at 34 miles an hour
11 cases at 36 miles an hour
49 cases from 37 to 50 miles an hour, inclusive.

An investigation of the 210 automobile accidents in June, 1913, as reported to the police, indicates that from three to seven o'clock A. M. is the safest time to be on the street. Only one party was injured in June between those hours. It is also much safer on the streets in the forenoon than the afternoon. 48 of the accidents happened from 12 midnight to 12 noon; of this number 16 occurred before 3 A. M.; 163 occurred from 12 noon to 12 midnight; in the first four hours of the afternoon, from 12 to 4, there were 42 accidents. The danger zone is from 4 to 7 P. M., with 64 accidents, and the 5 hours from 7 to 12 had 57 accidents.

These same 210 accidents disclosed these interesting facts as to place of accidents. The number of accidents occurring in each mile zone away from the court house were as follows:

Miles from Court House	Number of Accidents
1	45
2	16
3	35
4	29
5	24
6	15
7	13
8	8
9	9
10	3
11	1
12	4
13	3
14	1

One comes to the conclusion that not only is there no time of the day, but no section of the city of absolute safety.

Is not the pace too fast? Will it not be necessary to have a fixed rate of speed? In this the careful, skilled driver will have to suffer because of the follies of the reckless. Can we trust to the judgment of the unskilled, reckless driver as to what is a "reasonable rate of speed"? To curb him, some unreasonable restrictions must be thrown around the skilled, safe driver; that is always necessary in the regulation of human society.

My conclusion is that in the city of Chicago a rate of speed of ten miles on a business street, fifteen miles on a residence street, twenty miles in the outlying sections, and twenty-five miles on a country road, should be the maximum rates of speed permitted by law, and then enforce the law. Conditions will demand that the driver must be licensed. Men and boys irresponsible and reckless, who never drove a horse, never heard of the rules of the road, familiar to every country boy, with no mechanical knowledge or driving experience, propel high-powered cars through our streets at a rate of speed of from 25 to 50 miles an hour. That condition cannot long be tolerated.

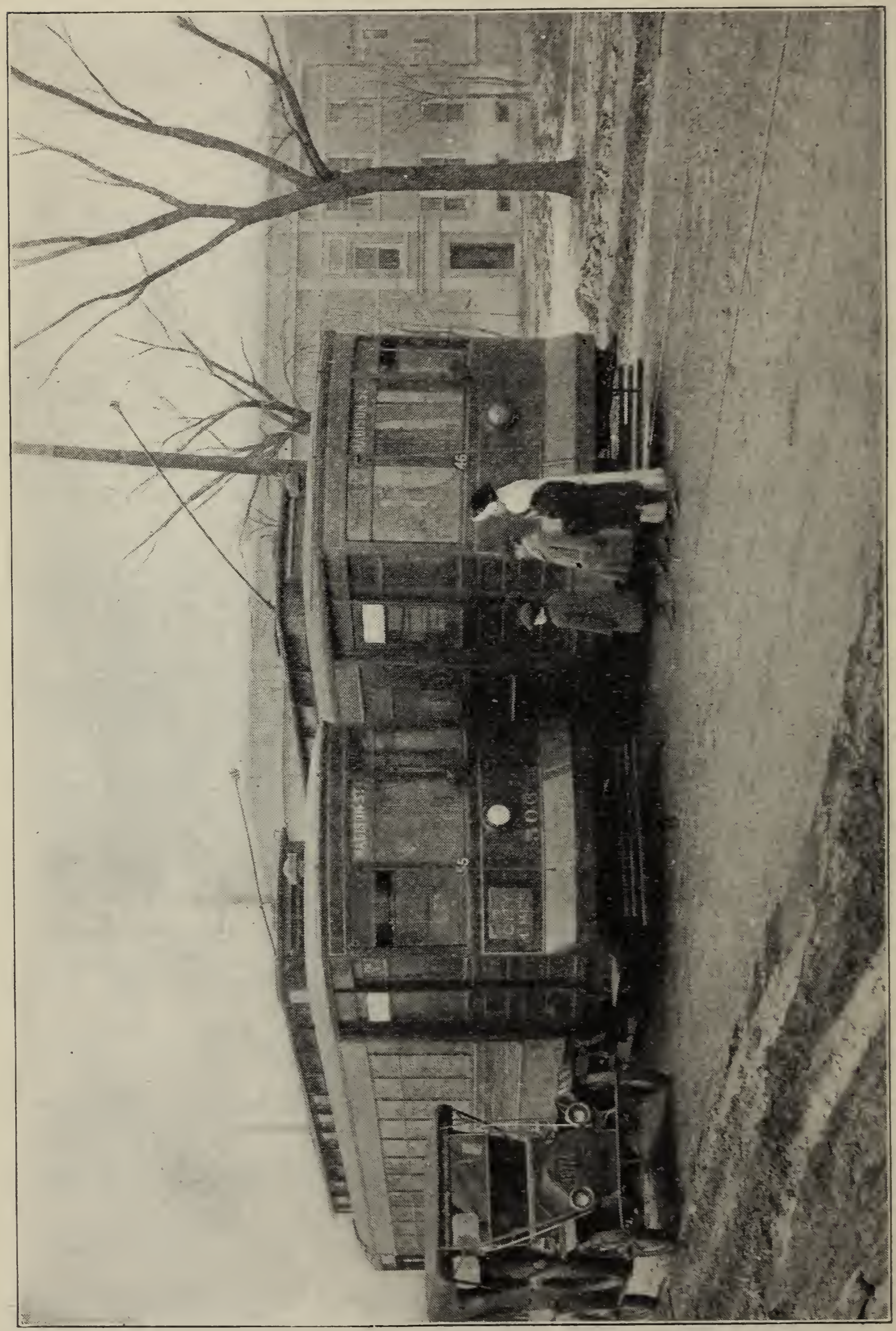
Sec. 2484a, Chicago Code 1911, is a Public Safety ordinance, directing the driver of a vehicle on approaching a car to stop ten feet back while passengers get on or off. Through the work of the Speeders' Court this ordinance is pretty well understood and obeyed.

The statute should be amended so as to prohibit unlicensed drivers from operating cars, and the penalty for a violation should be fine or imprisonment, or both, in the discretion of the court.

Section 10 of the Motor Vehicle Law should be amended so that while retaining the reasonable rate of speed idea, the rates heretofore suggested should be the maximum, and the penalty clause should be amended so that the judge, in his discretion, could impose fine, imprisonment or both; the reckless and habitual speeder should be jailed.

The Motor Vehicle Law should be amended to prohibit an intoxicated person from operating a car. The penalty for a violation should be by fine and imprisonment.

I believe these several suggested amendments enacted into law would be a boon for public safety. After all, that is what automobile laws and regulations are for.



How Accidents Occur

Safeguarding Life and Limb

By Judge MARCUS A. KAVANAUGH

The pioneer work of Coroner Hoffman in the line of Public Safety seems to me of such overwhelming importance that I have no words with which to properly characterize it. The dangers he points out and the need for care indicated in this report cannot be given too wide a publicity. Judged by their contributions to the relief of unfortunates the people of this country are perhaps the most generous race in the world, still nowhere else on earth is human life and physical suffering held so cheap. There are about 13,500 common lawsuits now pending in the Superior and Circuit Courts of Cook County. It is safe to say that two-thirds of these are for death or injury. The procession of cripples, widows and orphans, which day after day, year after year pass through the corridors of the court house is an irresistible appeal to everyone to co-operate in this great work in the interest of safeguarding human life. Coroner Hoffman has initiated a new phase of public service.

HOW ACCIDENTS OCCUR

The women and the children shown on the opposite page have just passed around the end of the car from which they alighted. Should they rush across in front of the moving car coming from the opposite direction, they could not escape being struck by the automobile coming at high speed. This is one of the most frequent occurrences among automobile accidents.

We Learn by Experience

I regret that the community is not as thoroughly aroused as it should be on the subject of educating the public to the need of safeguarding life and limb in every way that ingenuity and humanitarianism can contrive, for no effort should be spared in carrying this message of education into homes, schools, churches and newspapers of Chicago until catastrophes, avoidable accidents and premature deaths are reduced to the minimum.

The statistics of my office and of the city police, health and fire departments are proof that on the whole we are a careless, heedless community, and that we lack foresight, not only in relation to the smaller accidents and trivial mistakes of life, but in connection with the general management of ourselves, our homes, factories, streets, etc.

In 1912 there were more accidental deaths in the homes of Chicago than there were on the streets; from asphyxiation, falling down stairs, out of windows, from porches, and the burning, scalding and smothering of little children and babes.

We learn by experience, and it is because the coroner's office is the "storm center" for all violent deaths and fatal accidents, bringing me and my assistants into touch with all this class of misery and suffering in the community, that this department becomes the natural source from which knowledge must radiate in order to correct in the future the avoidable blunders of the past.

The reason our statistical records are kept with the greatest possible accuracy is because guessing and drawing conclusions from whim or previous ideas on a subject will not do. Statistics is organized, classified experience and is the only reliable guide to employ in public affairs.

Our statistics have been so well kept for the past ten years that we know to the extent that present conditions continue, almost exactly how many accidents and fatalities there will be in 1915 and 1916, how many street car, automobile, horse vehicle, elevator accidents, etc., there will be, and about how many will occur in each of the various ways, and we are tabulating and classifying these accidents and fatalities according to **the way** in which they occur, in order that the information may be used in teachers' class books in the schools, to teach how to avoid accidents by showing **the way** in which they occur.

In this campaign of sanity it is the duty of every citizen who observes violations of laws, ordinances or common sense in the interest of safety, to immediately telephone the Public Safety Commission, Main 1000, making as complete a report of all the surrounding conditions as possible, and the officers of the Commission will make it their business to do everything in their power in the way of a remedy.

The within tables and classifications extracted from the records of 1912 and 1913 disclose certain truths as regards the uniform recurrence each year of twelve different kinds of accidents from falling, ten different ways of committing suicide, eight different methods of homicide, fifteen kinds of automobile accidents, twelve classes of street car accidents, etc., and show the need of a **comprehensive department of statistics for the state of Illinois,** with statistical bureaus in each county and city; and in this connection Chicago now stands in the greatest need of a **standardized system of municipal statistics** for all the city departments and bureaus. It is only by this means that correct conclusions can be drawn in relation to public policy and thus insure a higher degree of political and social efficiency.

It has been truly observed that there is no humanitarian function which exceeds that of **saving life.** We are now in the epoch in which the entire world has been stirred into action on this subject. Museums of Public Safety and safety-first movements have been established in foreign lands as well as in every state in this Union. Chicago and Cook County are not behind in this great work, and while our Public Safety Commission has not yet acquired the funds to carry on this work in the most comprehensive and effective way, there is no doubt but our citizens will shortly formulate a plan to place the Commission of nearly one hundred representative men and women members upon a substantial and efficient basis.

Relative Proportion of Automobile Accidents

"Experience is the Greatest Teacher and Statistics is the Tabulated and Classified Experience of the Past."

The records of my office show that during the year 1912 there were 805 fatalities in the homes of Chicago as against 772 on the streets, ninety-eight of the latter being caused by automobiles and fifty-seven by horse vehicles, this being the first year that power vehicles surpassed horse vehicles in the number of accidents and fatalities in this city.

It is safe to say that the proper tabulation of statistics in relation to all subjects is practically going to overturn the old method of guessing at facts and figures, this for the reason that comparative tables are so much more accurate and convincing that those who employ other methods will become discredited and gradually disappear.

Many Killed by Falls—It is true that in 1913 there were more than 3,000 automobile accidents in Chicago, of which 136 were fatal; but do people stop to think that there were also more than 3,000 cases of people falling down stairs and out of windows in the same period, of which 147 were fatal, ninety-one of these being killed from falling down stairs and fifty-six from falling out of windows?

It is currently supposed that it is more dangerous to go out on the street, for fear of being struck by automobiles, than it is to stay at home and run the risk of falling out of windows or down stairs; but our records show not only that there were last year eleven more of the latter cases than of the former, but going back ten years, facts and figures bear out the truth that, based upon average, it is more dangerous to stay at home in Chicago than it is to go out on the street.

Error in Estimating—It is worth while analyzing not only the reasons why people are generally in error in estimating risks and dangers. It is interesting to investigate the peculiar recurrence of the same number of accidents with perfect regularity year after year. For instance, the total number of accidents from falling in all ways, such as off of wagons, from porches, down ladders, in new buildings, down elevator shafts, etc., is 366 in 1913 and 362 in 1912, an almost uniform record when considering the natural increase of population. Why is it, then, we may ask, that this identical number must lose their lives each year from falling in various ways, and why is it that we must lose 136 lives by automobiles, the increase in these fatalities being in almost exact proportion to the increasing number of power vehicles used on the streets?

Automobile is New—In the first place the automobile is a comparatively new thing and many of those killed in this way being prominent people adds a spectacular effect that brings this class of fatalities more into the public eye; hence many persons who are not guided by statistics think of these things entirely out of their true proportion. Again, by what mysterious law of selection is it that 136 were chosen to be killed by automobiles last year and 147 by falling out of windows and down stairs? When we come to consider that more than 3,000 non-fatal accidents occurred in each way, and that some 30,000 accidents of all kinds and classes occur in Chicago each year, and if we then add the millions of small blunders that take place in homes, such as cutting fingers, breaking dishes, stumbling over chairs, etc., due to carelessness and heedlessness, a proper understanding may be had, not only of the widespread lack of foresight and a tendency to commit blunders large and small, but the method of correcting this tendency becomes clear and self-evident, viz., our educational methods from infancy upward in homes, schools and elsewhere must be geared to train mind and body in the qualities of carefulness, thoughtfulness and precision.

Many Heedless Blunders—A thoughtless, heedless community will naturally commit a vast number of blunders more or less serious, whereas a careful, thoughtful, properly taught community will commit a minimum of blunders, and all those in each community who wish to know the true proportion of all blunders, accidents and fatalities to each other, should not attempt to guess at such figures or draw conclusions in accordance with what is most prominently mentioned in public print, but they

should aim to secure accurate details, such as are contained in the tabulated and classified records in my Biennial Report.

Auto Fatalities Small — Far from automobiles causing the largest number of fatalities, our records show that for every five million miles traveled by the 37,000 power vehicles in Chicago during the last four years, there were but twelve and a fraction accidents, whereas for every five million miles traveled by the 65,000 horse vehicles there were twenty-six and a fraction accidents. While it is necessary that our forces for public safety should continue their campaign of education in the interest of decreasing these records, it will be startling to many who have not had the advantage of the statistics on the subject, to learn the above facts and realize that after all, automobile fatalities are fewer in number than those that occur annually from falls out of windows and down stairs, fatalities which can be so easily decreased or prevented if care and precaution are used.

The Cost of Recklessness and Heedlessness

Is it possible to decrease the number of casualties by improved educational methods in the home, school, church and through the press? Can the population of Cook County be induced to use more care and foresight and become so much more efficient of hand and brain that the costly catastrophes on every hand may be decreased?

According to the records of the various departments in Chicago and Cook County there are one hundred and ten thousand arrests per year; thirty thousand accidents to life and limb, twenty-one thousand premature or postponable deaths from all causes, ten thousand fires and conflagrations, five thousand Coroner's inquiries into sudden and violent deaths, the majority of these being the result of carelessness, thoughtlessness and a lack of foresight on the part of all alike, young and old, employers and employes, drivers and pedestrians.

It is well known that a system of education designed to impart carefulness, precision and thoroughness **in the doing of things** will not alone decrease the one class of casualties with which the Coroner's office deals, but will decrease **all the rest** in the same proportion.

The question arises: Is it possible to decrease the casualties resulting from thoughtlessness and heedlessness that furnish the material for Coroner's inquests, without also reducing the number of fires and all accidents, great and small, that occur with daily regularity in homes and factories and on the streets?

What is the cost of all this recklessness, heedlessness and lack of thoroughness in our midst? It is conservatively estimated that two-thirds of all expenses for physicians, drugs, hospitals, police, courts, jails, lawyers, can be saved, and one authority tells us that the mere addition of one-third more to the cost of our present system of education, with corresponding co-operation by parents, churches and the press, will go far toward accomplishing this result.

The tremendous cost to the community in time, money and suffering on account of the prevailing carelessness and heedlessness on the part of both old and young is too great to be estimated, and no effort should be spared or time lost in establishing laboratories of experimental psychology in public schools, as has been suggested, to work out a plan that will train both hand and mind into the habits of caution, efficiency, thoroughness and the foresight required to live safely in this age of menacing dangers on every hand.

Nine Years as Coroner of Cook County, Illinois

By PETER M. HOFFMAN

It is with eminent satisfaction that I call attention to the scope and the detail of the numerical tables herein, especially designed as a salutary lesson to the people of the entire country as a record of how to avoid accidental and violent deaths of all kinds and classes.

In order to present a comprehensive idea of the business of a coroner's office, the following statement of the number of inquests held during the past nine years, the number of certificates issued without inquests after investigation by Coroner's physicians and the total number of Coroner's cases for each year are herewith presented for comparison:

Table No. 1

	1905	1906	1907	1908	1909	1910	1911	1912	1913
Inquests	3,482	3,962	4,237	4,214	4,604	4,895	5,056	4,226	4,835
Certificates	234	276	270	253	333	514	398	1,048	1,263
Total Coroner's cases.	3,716	4,238	4,507	4,467	4,937	5,409	5,454	5,274	5,648

It will be observed that while the total number of cases per annum has been on a gradual increase, only twice, in 1908 and 1912, falling below the year before, the number of inquests for 1912 and 1913 shows but little increase as compared with 1908, this being entirely accounted for by the large increase in the number of death certificates issued after investigation by Coroner's physicians, this class of cases reaching 1,048 in 1912 and 1,263 in 1913.

It has been my object during the past two years to facilitate the work of this office and to decrease the expense to the county by avoiding the formality of inquests, with the increased expense of conducting cases, paying jurors, etc., in all instances where investigations by our physicians show that deaths were clearly due to forms of disease and entirely unconnected with circumstances that would make a jury inquest necessary.

While the number of certificates issued after investigation were only 253 in 1908 and 398 in 1911, notwithstanding the large increase in Coroner's cases to 5,648 in 1913, this method of handling has enabled the office to take care of this large increase of business without any corresponding increase in the number of deputies, the expense of employing jurors, etc., amounting approximately to $6.00 for each case—a clear saving to the county of more than $10,000.00 in the last two years.

While the recommendations of Coroner's juries and the more recent campaign for Public Safety have had their influence in keeping the Coroner's cases even at their present figure, it is to be hoped that the educational movement now being conducted by the Public Safety Commission of Chicago and Cook County through the media of the press, the schools and churches, will show a marked influence toward betterment.

The following figures for 1912 and 1913 will be of especial interest:

Table No. 2

	1912	1913
Number of inquests held	4,226	4,385
Certificates issued after investigation	1,048	1,263
Post mortems held	2,922	2,732
Total Coroner's cases	5,274	5,648
Witnesses summoned and examined.	22,431	23,140

Table No. 3

Fees Collected:	1912	1913
For serving writs	$ 193.05	$ 72.90
For inquest fees	738.00	780.00
For certified copies	2,450.50	2,973.35
Miscellaneous	53.85	67.10
Total fees collected	**$3,435.40**	**$3,893.35**

Table No. 4

Held to Grand Jury: Charge:		
Abortion	10	7
Accessory	9	...
Criminal carelessness	4	...
Murder	132	135
Total number held to Grand Jury	155	142

The number of persons per annum held to the Grand Jury by the findings of Coroner's inquests, is variable without apparent cause, the highest number, 242, being reached in 1911, the number 155 in 1912 showing a decrease of 35.95 per cent, and 142 in 1913, a decrease of 41.32 per cent.

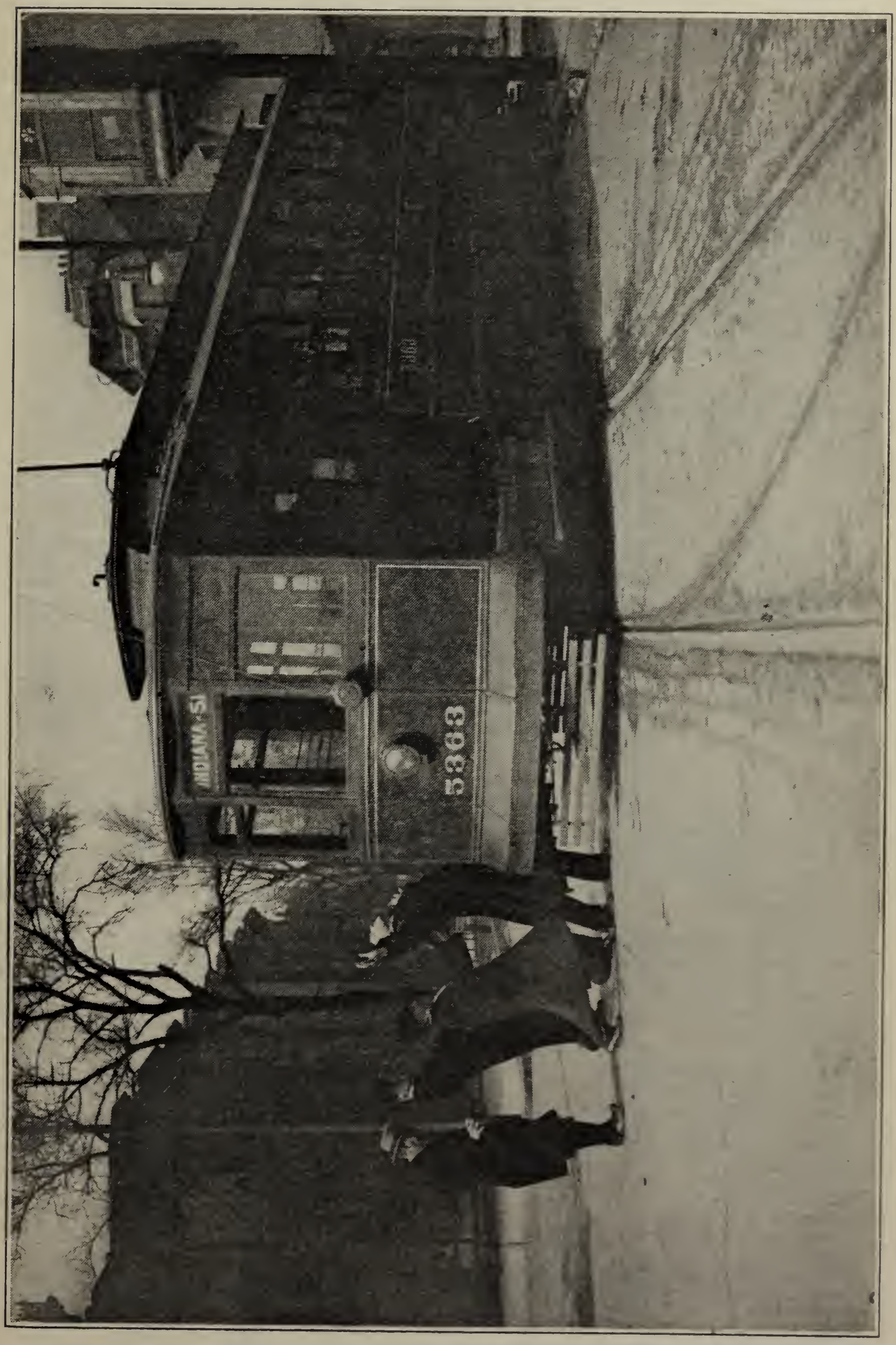
The fact that the office of Coroner as introduced in England more than three hundred years ago was especially to determine criminal responsibility and thus mitigate the delay and complications of court procedure as affecting innocent persons, would seem to indicate that as compared with the total Coroner's cases per annum, the percentage that are willful and malicious is exceedingly low.

It is evident, especially in connection with the modern Safety Movement, that the function of Coroner has greatly broadened in character, and while inquests will continue as in the past to place responsibility for all sudden and violent deaths, the Coroner's greatest service to humanity will be in the classification and tabulation of all the causes of death, in order that through this recorded experience of many catastrophes we may learn to avoid them.

The 41,692 cases that have been handled in my office during the past nine years is more than I have been able to endure without protest, for I have seen so much sorrow and suffering in the homes of Cook County during this period that it has become the crowning ambition of my life to help make this country of ours a saner and safer place to live in. For years it has been my aim and also the practice of my subordinates to make recommendations as a result of what is learned at each inquest, to obviate as far as possible the cause of death there shown, these recommendations suggesting laws, regulations and educational methods based upon experience. Our records show that this part of our system has been the means of saving many, many lives, yet there is still a constant increase of coroner's cases, partially due to the increase of population and partly, it must be said, to an increase in carelessness, heedlessness and a lack of foresight, permeating the entire community.

Our total in 1913 reached 5,648 as against 5,274 in 1912 and 4,467 in 1908. In the whole United States during 1912 there were 128,428 coroner's cases, 50,000 more than were lost in any battle in the world's history during the past five hundred years.

If we do not begin exercising proper care and precaution and cease placing life in unnecessary danger, if we do not start practicing the slogan of the **Safety First movement**—"**Stop-Think-Look-Listen**"—before we act, and if our legislators and educators fail to get together and organize



The Overhanging Platform on a Curve

changes designed to reduce the figures shown in the following table, we will be forced to a realization of this dark and harrowing forecast.

Table No. 5.

Estimated Casualties for 1914, Based upon a Comparison of Cook County with the Population of Continental United States.

The estimated figures employed are as follows:

Population of Cook County for 1913	2,622,100
Population of United States for 1913	96,000,000
Population of Cook County for 1914	2,676,137
Ratio of Cook County to population of United States as	1 to 36.5
Coroner's cases in Cook County for 1912	5,274
Coroner's cases in Cook County for 1913	5,648

Percentages of increase of 1913 over 1912. 6,7 per cent.
Percentage of increase of 1914 over1913, 6.7 per cent.

Based upon these figures and our experience for nine years, the following table will show what we may expect in the way of sudden and violent deaths in Cook County and in the whole United States during the current year.

	Cook Co. 1913	U. S. 1913	Cook Co. 1914	U. S. 1914
Abortion:				
Accidental	8	292	9	328
Criminal	12	438	13	474
Self-induced	33	1,205	35	1,277
Spontaneous	5	183	5	183
Undetermined	42	1,533	45	1,643
Automobile	136	4,964	145	5,293
Bicycle	2	37	1	36
Motorcycle	14	511	15	547
Elevator	7	256	7	256
Elevated railway	18	657	19	794
Railroad	360	13,140	384	14,016
Street car	165	6,023	176	6,424
Wagon	37	1,351	39	1,424
Industrial:				
Burned by metal	4	146	4	146
Scalded by hot water	7	256	7	256
Killed in elevator	21	767	22	803
Caught in machinery	28	1,022	30	1,095
Building collapse	2	73	2	73
Electrocution	15	551	16	584
Explosion	16	584	17	620
Struck by falling object	49	1,789	52	1,898
Falling down elevator shaft	12	438	13	474
Falling off wagon	36	1,314	38	1,387
Falling down ladder	10	365	11	401
Falling scaffold	25	913	26	949
Miscellaneous	13	475	14	511
Alcoholism	97	3,541	103	3,760
Asphyxiation, accidental	148	5,402	158	5,767
Asphyxiation, undetermined	64	2,336	68	2,482
Burns and scalds	232	8,468	248	9,052
Choking, accidental	6	219	7	255
Choking, undetermined	1	37	1	36
Crushed in earth	1	37	1	37
Cutting, accidental	1	37	1	36
Drowning, accidental	84	3,066	90	3,285
Drowning, undetermined	63	2,300	66	2,409
Diving on rock or bottom	3	110	3	109
Electrocution	4	146	5	182
Electrocution, trolley wires	1	37	2	73
Electrocution, light wires	12	438	13	474
Exposure	6	219	7	255
Exposure and neglect	13	475	14	511
Falling objects	5	183	6	219

	Cook Co. 1913	U. S. 1913	Cook Co. 1914	U. S. 1914
Falls:				
Out of chair	5	183	6	219
On floor	26	949	28	1,022
Out of window	56	2,044	60	2,190
Off ladder	18	657	19	694
Down stairs	91	3,322	96	3,504
On street	58	2,117	62	2,263
From horse	2	73	2	73
Into hold of boat	6	219	6	219
Miscellaneous	18	657	19	694
Heat prostration	51	1,862	54	1,971
Homicide	233	8,505	249	9,089
Hydrophobia	2	73	3	110
Poisoning, accidental	35	1,278	37	1,350
Poisoning, undetermined	26	949	28	1,022
Ptomaine	3	110	3	109
Shooting, accidental	15	548	16	584
Shooting, undetermined	9	329	10	365
Suffocated (children)	4	146	5	183
Suicide	572	20,878	610	22,265
Septicaemia	41	1,498	43	1,569
Struck by lightning	2	73	3	110
Tetanus	47	1,716	51	1,862
Undetermined violence	46	1,679	49	1,789
Under anesthetic	18	657	19	694
Forms of disease	1,180	43,070	1,258	45,917
Suffocated by water heaters	1	37	2	73
Miscellaneous	3	110	3	110
Physicians' certificates	1,263	46,099	1,348	49,202
Total Coroner's cases	5,648	206,152	6,027	219,986

SUICIDES

Asphyxiation	163	5,950	173	6,314
Cutting	33	1,204	35	1,278
Drowning	22	803	24	876
Hanging	57	2,080	60	2,190
Jumping from window	9	328	10	365
Jumping from building	2	73	2	73
Jumping under train	6	219	7	256
Poisoning	109	3,979	116	4,234
Setting fire to clothes	7	256	8	292
Shooting	164	5,986	175	6,387
Total	572	20,878	610	22,265
Poison Used:				
Carbolic acid	60	2,190	64	2,336
Chloride of zinc	4	146	4	146
Chloroform	6	219	7	255
Corrosive sublimate	2	73	2	73
Cyanide of potassium	7	255	7	256
Morphine	2	73	2	73
Muriatic acid	2	73	2	73
Narcotic	5	183	6	219
Opium	1	37	2	73
Paris green	3	110	3	110
Prussic acid	1	37	1	37
Rough-on-rats	5	182	5	182
Strychnine	4	146	4	146
Not ascertained	7	255	7	255
Total	109	3,979	116	4,234
Probable Cause:				
Despondent	165	6,022	175	6,388
Insane	25	912	27	985
Temporarily insane	195	7,118	208	7,592
Not ascertained	187	6,826	200	7,300
Total	572	20,876	610	22,265

	Cook Co. 1913	U. S. 1913	Cook Co. 1914	U. S. 1914
HOMICIDES.				
Asphyxiation	3	109	3	110
Blow on head or body	42	1,533	44	1,605
Cutting	5	182	6	220
Drowning	1	37	1	37
Explosion	11	402	12	438
Poison	3	109	3	109
Shooting	140	5,110	148	5,402
Stabbing	25	913	27	985
Strangulation	3	110	4	146
Thrown out of window	...	....	1	37
Total	233	8,505	249	9,089
Accidental	27	986	29	1,059
Justifiable	37	1,350	39	1,424
Murder	162	5,913	173	6,314
Murder and suicide	7	256	8	292
Total	233	8,505	249	9,089
RAILROADS.				
Collision	9	328	10	365
Crossing tracks	74	2,701	79	2,883
Crushed	26	949	28	1,022
Falling off train	25	913	27	986
Jumping on or off	17	620	18	657
Scalded by steam	1	36	1	37
Struck by viaduct	2	73	2	73
Walking on track	149	5,439	158	5,767
Hitching	9	329	10	365
Leaning out of car	2	73	2	73
Wreck	16	584	17	620
Not ascertained	30	1,095	32	1,168
Total	360	13,140	384	14,016
Passenger	9	328	10	365
Employe	132	4,818	141	5,146
Otherwise	219	7,994	233	8,505
Total	360	13,140	384	14,016
At crossing	59	2,153	63	2,300
Not at crossing	301	10,987	321	11,716
Total	360	13,140	384	14,016
STREET CARS.				
On track at crossing	18	657	19	693
On track not at crossing	23	840	24	876
Crushed between cars	9	328	10	365
Collision	9	328	10	365
Fall from car	12	438	13	475
Getting on or off	3	110	4	146
Hitching	2	73	2	73
Vehicle struck by car	16	584	17	621
Walking on track	7	256	8	292
Run down by car	60	2,190	63	2,299
Not ascertained	6	219	6	219
Total	165	6,023	176	6,424
Passenger	14	511	14	511
Employe	14	511	14	511
Otherwise	137	5,001	148	5,402
Total	165	6,023	176	6,424
At crossing	66	2,410	69	2,518
Not at crossing	99	3,613	107	3,906
Total	**165**	**6,023**	**176**	**6,424**

ELEVATED RAILWAY.

	Cook Co. 1913	U. S. 1913	Cook Co. 1914	U. S. 1914
Electrocuted	1	36	1	37
Fell off platform	2	73	2	73
Crushed	1	37	1	37
Run down by train	10	365	11	401
Walking on track	4	146	4	146
Total	18	657	19	694
On elevation	8	292	8	292
On ground	10	365	11	402
Total	18	657	19	694
Employe	9	328	9	329
Otherwise	9	329	10	365
Total	18	657	19	694

SUMMARY.

Total Coroner's cases in Cook County during 1913	5,648
Estimated Coroner's cases in Continental United States, 1913	206,152
Estimated Coroner's cases in Cook County for 1914	6,027
Estimated Coroner's cases in Continental United States, 1914	219,986

The above table of inexpressible horror should remind every fair thinking man, woman and child that it is a duty which they owe to God and their country, their family and themselves, to conduct a campaign of education and publicity through the pulpit, the press, the school, home and club, to make this a safer and a saner land in which to reside and rear our children.

When the community through its avenues of education succeeds in minimizing its coroner's cases, it means a proportionate elimination of immorality, crime and bad citizenship. In thousands of cases where breadwinners with families are suddenly cut down by violent deaths, leaving widows and children without means of support, at the mercy of the streets of our city, these children become brutalized, stultified and molded into the material that fills our jails, asylums and almshouses. The several groups of ruffians and youthful bandits that have from time to time committed atrocious crimes in this county and generally paid the extreme penalty for their acts, were the offspring of our city streets, the products of homes unable to supply proper food, care and education, and I therefore insist that conducting a campaign to minimize the maiming and killing of breadwinners by accident is a part of the larger campaign to elevate citizenship and the prevailing standards of morality. The entire Public Safety movement as it is being conducted in Chicago is based upon the idea of "learning from experience"; not especially the experiences and misfortunes connected with our own lives or those of our neighbors, acquaintances and friends, but the tabulated and classified experiences ot past years, for it is the work of the statistician to give us the classified experiences of thousands and millions in order that we may learn thereby.

The great progress that has been made throughout the United States and the civilized world by the **Safety First Movement** and numberless organized efforts to safeguard human life and limb, wherein factories, railroads, trolley systems, etc., have taken part, find Cook County well to the fore in the crusade to minimize the sorrows and sufferings which from time immemorial have been an inseparable part of the duties of the Coroner.

While this office has the daily experiences of dealing with the most heartrending and unexpected forms of misery that beset the community, instead of hardening our hearts and dulling our faculties, these experiences have on the contrary aroused the highest feelings of humanitarianism

coupled with the stubborn determination to employ the lessons of this office as the best means by which to aid our fellow-man and prevent in the future a recurrence of as large a percentage of accidental and violent deaths as education in the art of prevention is capable of doing.

The councils of the Public Safety Commission of Chicago and Cook County, which have had the co-operation of a number of experts and interested outsiders, has resulted in the unanimous conclusion that the death roll of Cook County can be enormously decreased by intensive methods of education to be inaugurated in schools, homes and factories, by means of the press, among employes of steam and electric railway companies and among the users of the streets in cities and towns, and with the idea of making the records of this office vitally educational, this book has been so compiled as to even make it suitable for a Teachers' Class Book of Public Safety in our schools, as well as a text book for the heads of departments in all industrial occupations.

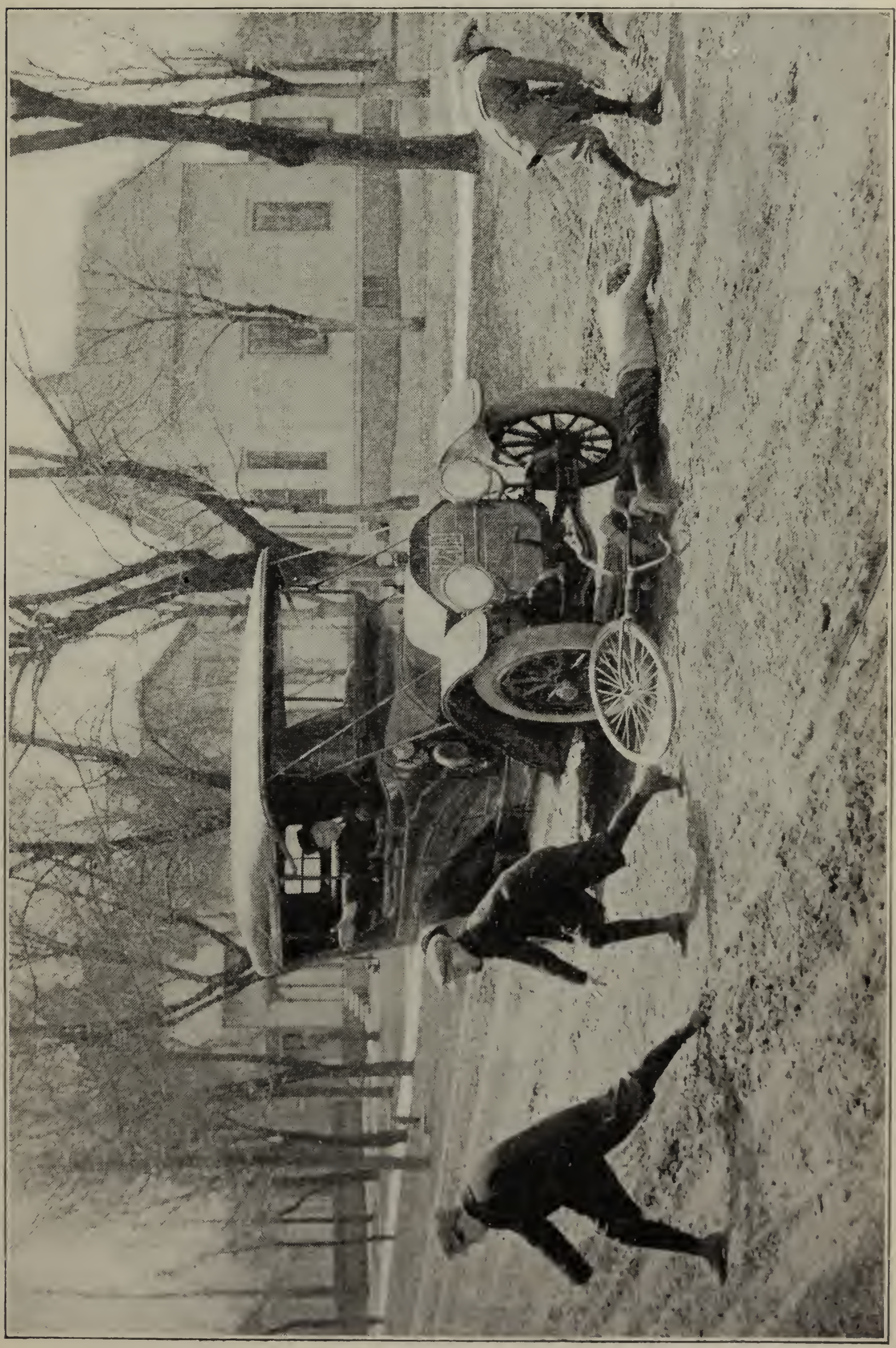
It will be seen in the perusal of these pages that this book probably for the first time in connection with the records of any city or county in America, presents certain sociological truths with such startling clearness as to almost enforce a new understanding of things and a new viewpoint toward life and nature, so regular and uniform, year after year, do certain occurrences and fatalities appear again and again in the same ratios and proportions.

Every age in the world's history has been attended with tremendous loss of human life. In ancient times there were ravages by wild beasts, floods, famines, pestilences and wars which in many instances wiped out whole tribes and nations. Drownings by sea and dangers on land have decimated our race by violent and untimely deaths since time immemorial.

While human ingenuity has conquered the dangers which beset man in his primitive state, it is seen that the very machines, inventions and devices which now so largely safeguard humanity from the old dangers, have under the modern regime brought us face to face with new dangers that are fully as destructive. The modern age of machinery in use on land and sea is scarcely a century old, and it must be remembered that a hundred years is but a short time in the history of a nation. We can lay it to our youthfulness, to our infancy as a people, that we are as yet unprepared for the dangers of modern industrial life and that no great movement has heretofore been worked out to place this new education before the minds of all humanity, embodying a widespread education as to the need of safeguarding life and limb in the interest of all.

It is doubtful if even in the early history of our race the ravages of famines, wild beasts and marauding tribes ever killed and wounded so large a percentage of the population as results through our present industrial and transportation accidents and violent deaths, more than fifty per cent of which can be made avoidable by proper training, general safeguarding and a higher mental, physical and social efficiency—35,000 killed and 2,000,000 injured annually by industrial accidents alone in the United States is a disgrace to reason and a challenge to common sense.

The new spirit of the times is the **Spirit of Conservation,** which means that a new value is being placed on human life; that we are coming to recognize human beings as the greatest of all our assets, and that the highest duty of society and government is to conserve the life and limb of its citizens. We are the builders of a new nation, the creators of a new civilization. The eastern and the western oceans have been connected by bands of steel. Iron horses traverse the thousands of miles of arid districts, climb the mountain ranges, in which deep shafts are sunk thousands of



Bicycle Rider Struck by Speeding Automobile.

feet into the bowels of the earth, from which are borne away the mineral treasures with which to enrich mankind. In the mad struggle for wealth, for social, artistic, economic and political success, man himself has been forgotten. The great conservation movement commenced purely with the idea of safeguarding natural resources in the interest of the people and all posterity, and not until the conservation principle had saturated itself into thinking minds, not until the human being and the human child were recognized as the greatest and most valuable of all our resources, did the Child Welfare Movement and the Safety First Movement grip the minds of the people in a vise of steel.

From this awful death roll one would think this nation was enduring the carnage of war, but it should be understood that neither this country nor any other nation in history has ever lost in any period of war one-half as many killed and wounded per annum as our present loss from accidents in time of peace, and this does not include the deaths of the millions who die prematurely as a result of taking improper care of themselves. Every sixteen minutes a workman is killed and every sixteen seconds one is injured in factory or on railroads in some part of the United States.

The increase of automobile accidents in Chicago and other large cities is what has aroused the Safety Movement into being, but while this class of accidents is spectacular, frequently killing people of prominence, the number of automobile fatalities is but little more than the deaths which for years have been caused by horse vehicles, less than half the number killed by street cars, one-fourth the steam railway fatalities, one-sixth the number of suicides and one fifty-fourth of the premature deaths from all causes in Cook County in 1912. A careful examination into the accidents and deaths of all classes in Chicago and Cook County for the past five years indicates that two-thirds of the violent deaths are a result of bad physical condition and low mental efficiency on the part of pedestrians, as well as drivers of cars, vehicles, etc., proving that our race is still operating on a plane of low mental efficiency, which can only be improved by education.

It is plainly evident that the fundamental causes of premature and violent deaths and accidents lie deep in the fabric of our civilization and that effective movements toward prevention must be in the line of education, which in some fields may even necessitate political and eonomic reorganization.

A close inquiry into the figures and character of accidents recorded by the authorities of both Chicago and Cook County for the past ten years indicates most conclusively a general lack of thoughtfulness, carefulness and thoroughness on the part of old and young in every walk of life, defects which can only be reached by a more complete and effective method of education in homes and schools; and fortunately we have more than five hundred thousand children attending schools in Cook County to commence on in order to improve conditions in the next generation. The number of accidents and fatalities which occur in the homes of Chicago, entirely separated from the dangers of the streets, railroads and factories, is something appalling. For example, in 1912 twenty-seven deaths occurred from suffocation and smothering, mostly infants in beds and cribs. Ninety-two were killed falling down stairs, 110 accidental asphyxiations, 187 from burns and scalds, and 194 by falling from windows, ladders, porches, etc. What cure can be suggested for the avoidance of such accidents except it be a general system of thoroughness in education that will effectually improve mental and physical efficiency, which of course includes proper care and respect for the human body.

Many Children are Scalded to Death Because Kettles and Pans Containing Hot Water are Left Where the Little Ones Can Reach Them.

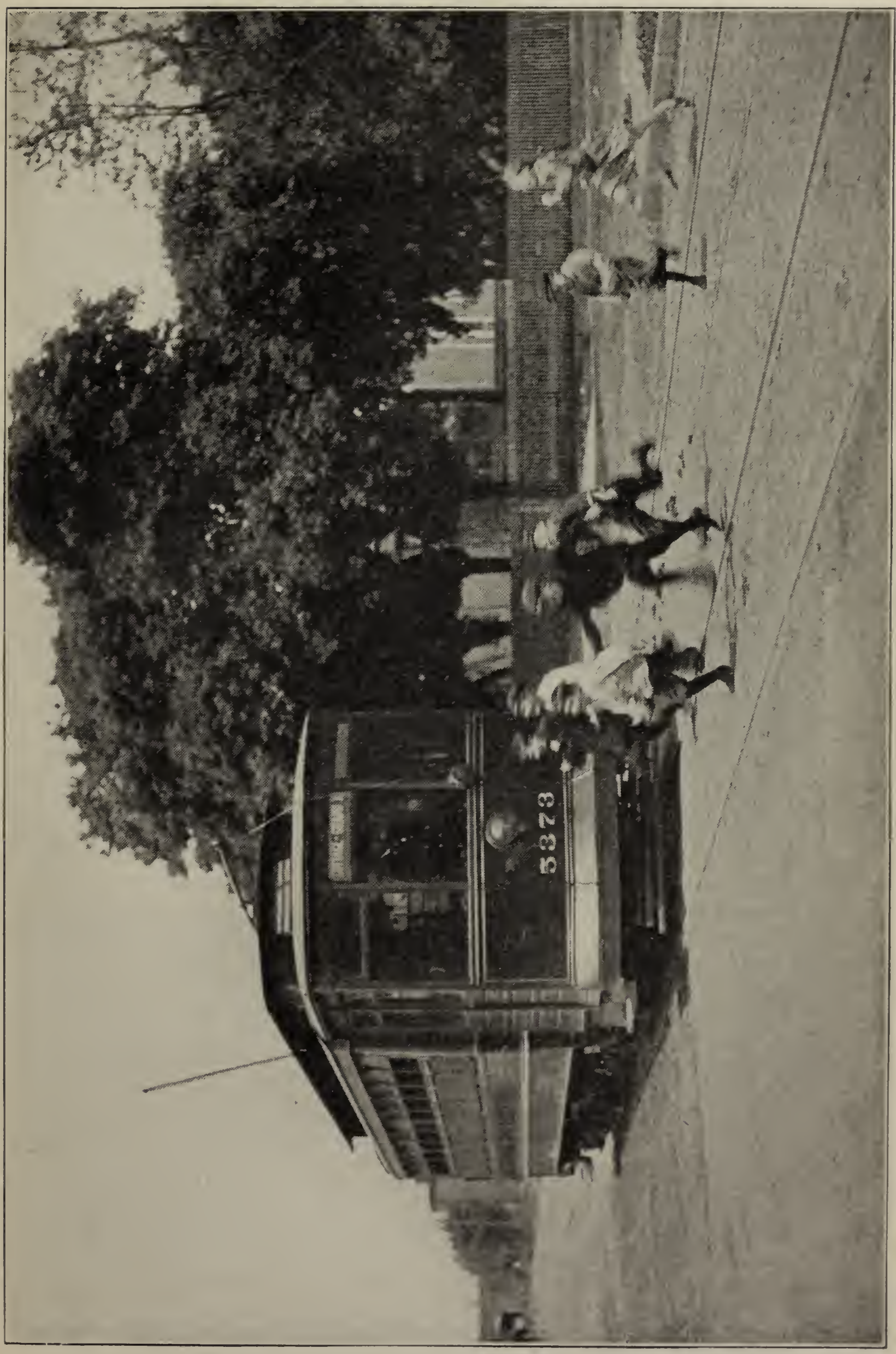
Our records of violent deaths are now so well kept and society conforms so closely to the natural law of momentum year after year and century after century that we can tell in advance as long as present conditions continue, about how many persons will commit suicide next year and each year to come, and even how many will adopt each one of the principal methods of self-destruction. The actuaries of life insurance companies have founded what they call the "American Tables" upon the same laws of probability employed in the above statement, and it is interesting to note that while some of the large companies employ the American Tables to figure the cost of normal risks and that they have formulated new tables which demand a higher premium for subnormal risks, no company in America has as yet prepared itself with tables requiring a minimum cost for supernormal risks.

To quote Mr. George H. Whittle, first President of the Public Safety Commission of Chicago and Cook County, "Our public and private schools with more than a half million pupils, must be made the vehicles for instructing young and old in the gospel of 'Safety First,' 'Safety Always,' and the conservation of human life and limb at every point from which the subject may be attacked, every child to become a teacher and a crusader."

When children are let loose from school the natural exuberance with which they grab their hats and rush to the streets homeward bound should not be quenched; but the number of accidents from trolley cars, automobiles and vehicles directly in front of school houses makes it imperative that all school houses should face upon the less frequented side streets, **never upon a street car line** or upon streets that are made regular highways for vehicles. As far as possible, schools facing street car lines should be moved or abandoned, future school houses should be build in large squares or parks with sufficient space between the front door and the exit from the grounds to reduce somewhat the speed and exuberance of youthful sprinters in their break for home, The fact that two-thirds of the accidents to children occur in the middle of blocks instead of at the crossings where drivers of vehicles and cars are naturally alert for dangers, gives a line on the kind of instruction which teachers of public safety should follow. The rule not to run quickly across the street, to stop and look both ways, not to get on or off a car while it is in motion, to face forward always, to never run across in front of a car, to never "hitch" on cars, automobiles or trucks, or jump off in front of other vehicles, and to never make impulsive movements to confuse drivers of vehicles, are all excellent instructions in their way, but it is for the authorities to so arrange public affairs and to so conduct private corporations as to interfere as little as possible with the spontaneity and initiative of both children and adults.

In 1912 there were in Chicago 1,491 run over or struck by street cars, of which 142 were fatal; 1,153 accidents getting on or off street cars, of which 8 were fatal; 698 accidents were due to cars striking wagons, causing 14 deaths; 395 persons fell or were thrown from cars, of which 16 were killed; 145 accidents from colliding with other cars, of which 14 were fatal; 23 persons were caught between cars, 10 of them being killed.

To recite two not very usual accidents: a motorman was recently killed by being jammed between two cars standing ready to be switched into the barn on their final trip at 11:00 P. M. In the dark the motorman from the window of his cab had failed to place the trolley wheel upon the wire. He moved his lever, but the car did not start. He went out between the cars, grasped the rope and set it quickly upon the live wire. The starting lever not having been returned to neutral, permitted the car to



Natural Exuberance—Just Loose from School.

bound forward so forcibly that the young man with a dependent family was actually crushed to death within reach of the hand of the driver of the next car.

The other case was of three workmen who were returning home at 7:00 P. M., on Western avenue in a suburb, two walking ahead, the other in the rear. A small sized automobile, with the two side lights, approached from the opposite direction, the driver taking his wife and three children for an evening ride. The vehicle was seen by the two men in front, who kept their course, there being plenty of room to pass, and though it was going at low speed, just as it approached the men the one in the rear quickly stepped to the middle of the road, was struck and although the car stopped in one-half its own length, the man was injured so severely that he died in the ambulance on the way to the hospital.

These unforeseen and unexpected accidents are constantly occurring and must be carefully considered by all those interested in human welfare and in the saving of life. In past years it may have been sufficient for teachers and publicists to dismiss such cases as unavoidable and irremediable, but the time has changed. It is clear that a lack of physical and mental alertness on the part of all concerned is evident in the two above accidents, as well as in thousands of others.

As to the righteousness of the impulse to save human life, the following figures should be conclusive. During 1912 the number of violent deaths demanding Coroner's inquests, listed according to age, were as follows:

Babies under five years of age, 236; between five and ten years, 128; between ten and twenty, 257; between twenty and thirty, 747; between thirty and forty, 838; between forty and fifty, 744; between fifty and sixty, 661; between sixty and seventy, 360; between seventy and eighty, 123; over eighty, 45; age not ascertained, 87.

To conserve the needs and rights of traffic as well as of pedestrians, sub-sidewalks at the minimum distance under the street should be placed at the busiest crossings in the downtown district. To keep the streets as clear as possible of standing vehicles and thereby minimize the dangers in the loop, it has been suggested that new office buildings be constructed with basement and sub-basement garages, for the use of which a rental charge could be made to such occupants of the building as go to and from their offices in their own cars.

The greatest obstacle with which the Coroner's office, and in fact every department of the city and county, is obliged to contend in gathering figures and formulating comparative tables that will be of the highest value to the public at large, is the lack of an organized system of statistics in connection with the city, county and state. If the State of Illinois had a comprehensive department of statistics, systematically organized so that each city would report to the statistical bureau in the county in which it is located, each county to report within a specified time at the end of each year to the department at Springfield, all outlying towns in each county to be organized so as to accurately gather the records of births, marriages, deaths, accidents, etc., properly classified as to fatalities and violence, it would be a far simpler matter for our statisticians to gather their data, and once the tables and forms of reports were standardized by the state, the same blanks to be used in each county and city, the annual reports of each department and bureau could be compiled with an ease and comprehensiveness and a reliability far exceeding what can be done under the present disorganized conditions.

It is a matter of so great importance that the Coroner's office should have the benefit of some such standardized and comprehensive statistical

system as above outlined that I have caused a state law to be drafted with the view to securing the much needed facilities of such a department, not only for the county of Cook but for every other county and municipality in the state; for while this report contains many facts and tables which are bound to have the widest influence towards ameliorating present conditions, I am free to state that with a more complete system of gathering and formulating statistics in this county and throughout the state, the value of our annual reports can be increased many fold; for after all, we learn only by experience in this world, and as statistics are in reality the formulated experience of thousands, not only of those who live now but of those who have died for us in the past, it is of exceeding importance that all records throughout cities and states should be properly kept and systematically classified.

As the greatest obstacle that has confronted my office in formulating comparative tables has been the lack of an organized department of statistics in this city, county and state, I take the liberty of suggesting the following draft of a law, which if passed would decrease our difficulties and multiply our efficiency many fold:

"A Law, to provide for gathering records and making systematic classifications of births, marriages, deaths, accidents, arrests, fires, and all other casualties, together with reports of all cases of lunacy and imbecility in each city and county in the state of Illinois; to enforce penalties for non-performance against those whose duty it is to gather the reports and see that they are properly recorded and classified; to establish bureaus of statistics in each county seat to receive the reports of all cities and towns in the county and forward same annually; the State Department to provide ways and means for the support of the statistical department of the state and its city and county bureaus; to appoint a State Board of Statistics and provide for a standardized system for gathering and formulating all records; to provide for the publication of annual reports by each city and county, and a general report by the State Department, etc.

"Whereas, The gathering of reports of all matters relating to man's welfare and formulating same into statistical tables may be called the bookkeeping of human society, and

"Whereas, It is just as impossible to properly conduct human affairs without bookkeeping as it is to conduct the business of commonwealths and corporations without records, and

"Whereas, The human race has learned everything it knows by experience, and statistics is merely the classified experience of the past, and

"Whereas, The casualties of Chicago and Cook County for 1913 in their order were 110,000 arrests, 30,000 accidents and fatalities, 23,400 premature and postponable deaths for all causes, 10,000 fires, largely the result of carelessness and heedlessness, and 5,648 Coroner's cases, all the above being susceptible to decrease by training in thoughtfulness, thoroughness and foresight in schools and homes, and

"Whereas, There will be no way of drawing accurate and reliable conclusions on which to found effective systems to lessen these casualties until a state law is passed establishing a comprehensive statistical department with bureaus in every city and county. therefore be it

"Resolved: 1. That a law be enacted by the Legislature of the State of Illinois establishing a Department of Statistics in each county and city, the county bureau to gather the records from the towns and cities within its border, of all births, marriages, deaths, accidents, arrests,

fires and catastrophes, including reports of all cases of lunacy and imbecility, these to be on blank forms supplied by the State Department at Springfield, from which the county and city bureaus shall derive their authority;

"2. This law shall provide that all incorporated cities in the state shall follow the methods of gathering and preparing records, including the forms to be employed that are prescribed by the State Department; that each city shall make its report to the county bureau of the county in which it is located, the county to report annually to the State Department at Springfield;

"3. The maintenance of the State Department of Statistics, together with its city and county bureaus, to be provided for in the same way as other state departments."

A bill to establish such a department in this state should be drafted to secure the rigorous observance of its requirements by all those who are officially or semi-officially responsible for gathering and formulating these reports in the townships and those portions of counties lying outside of incorporated cities, in order that the State Department may be assured that its annual report will be based upon strictly accurate returns made by the duly authorized officials of each county, these officials to have police power to enable them to enforce the regulations provided in this bill, and see to it that the police whose duty it is to report arrests and accidents, the physicians who sign certificates of births, deaths, insanity, imbecility, etc., and the deputies and others who report Coroner's cases, the officials who report fires, conflagrations, etc., as well as the county clerks who record marriages, shall attend to their duties in the form and manner prescribed.

Another needed law of great importance which experience proves would save many lives that are now sacrificed, relates to the shape and form of bottles that are to be made receptacles or containers of poisons. A law making it obligatory for manufacturers, dealers, chemists, physicians, clerks, nurses, and every individual handling poisons to use only serrated or "porcupine" bottles, that may be distinguished in the dark as well as in the light, is absolutely necessary as a safeguard against accidental poisoning. I also recommend a law prescribing certain colors and irregular shapes for tablets containing poisons, so as to distinguish them, even in the dark, from non-poisonous tablets. By this means a large number of accidental poisonings from strychnine and bichloride of mercury tablets could be almost entirely averted.

While asking for new laws and regulations that will assist in safeguarding human kind from accidental deaths, it is well for us to acknowledge that not all laws regulate, that frequently education plays a more important part than legal enactments. For example, a law was passed prohibiting the sale of carbolic acid in a stronger than 33 1-3 per cent solution, with the idea that this would decrease suicide; but our records show that not only were suicides not decreased, but on the contrary carbolic acid poisoning has become the most popular form of suicide, leading all other poisons in a ratio of more than four to one.

In New York a campaign has been waged against the carrying and sale of firearms, and official reports go to show that the state laws and city ordinances in relation to firearms have positively reduced accidental shootings, suicides and homicides by a considerable percentage, the reasons given for the decrease being that these shootings are the result of impulse in many instances, and would not occur except for the suggestion of being in possession of a loaded pistol.

CORONER'S PHYSICIANS

It is the duty of the physicians of the Coroner's office to certify to the causes of death, examine into the history of all cases, make autopsies when necessary and furnish such evidence as to time, place and the contributing causes of death, as may be needful to secure just verdicts.

In all cases of death in hospitals or otherwise in which no physician has been in attendance for more than twenty-four hours, some member of the medical staff of my office is expected to make an examination and report the cause of death, and the same services are rendered when violence is given as the contributing cause.

In cases of uncertain homicide and suicide, or where the Health Department is in doubt, or where accident insurance is involved, or life insurance under the workman's compensation act is in question, one of the medical staff of the Coroner's office must be called upon.

Among the many autopsies made are those of unknown bodies found in the lake, river, drainage canal, in sloughs, woods, vacant buildings, barns, lodging houses, hotels, public buildings, in hospitals, on the streets and in alleys.

In cases of new born infants or very young children the Coroner's physician must determine whether death was from natural causes, from willful neglect or by the hand of parents or confederates, or whether in case of drowning there are evidences of bruises or maltreatment.

Among the various forms of death requiring investigation or post mortem examinations and the services of medical men, especially in cases where witnesses were not present, are shooting, drowning, stabbing, cutting throats, drinking poison, inhaling gas, strangulation, etc., all of which must be differentiated as suicide, homicide or accidental, to-wit:

Shooting—Cases of self-inflicted wounds where more than one shot is fired in head or breast.

Stabbing—Incised wounds, throat, wrists, or ankle cuts or numerous stabs in the chest with knife, razor or other instruments.

Drowning—The depth of water, conditions and circumstances—the absence of the water in lungs is not conclusive. Drowning may occur as the result of acute gastritis, heart disease, status lymphaticus, paralysis, cramps, etc.

Poison—Carbolic acid, bichloride of mercury, cyanide of potassium, morphine, opium, hydrochloride acid, arsenic, rat and roach powders, strychnine and coal tar products in headache powders. In many such cases suicide or homicide must be determined by circumstances.

Asphyxiation—Illuminating gas, carbon monoxide from instantaneous heaters, gas stoves and plates, or strangulation by hanging and under varied circumstances which require it to be determined whether by self or others.

Liability Cases—Was body dead before injuries were inflicted—examination necessary to determine if position of body was such as to appear to have been mangled after life was extinct.

Electrocution—Necessity of evidence to show actual contact or burns from wires.

Delirium Tremens—Frequently complicated by fractures from falling or other injuries which actually caused death, not strictly the result of alcoholism itself.

Tetanus—Frequently complicated with wounds received becoming filled with street dirt, etc.

Among the modes of death where the presence of witnesses is of no value, but in which autopsies supply positive evidence are the following: Pneumonia, Pulmonary Tuberculosis, Septicaemia, Nephritis, Cancer, Internal Hemorrhage from rupture, ulceration of stomach or intestines, Apoplexy, Pregnancy, Intestinal Obstruction, Volvulus, Peritonitis, Appendicitis, Cirrhosis of the Liver, Alcoholism and various chronic disorders.

There are a number of matters regarding the physicians who investigate the deaths reported to the Coroner's office and make post mortem examinations, when necessary, that deserve brief mention.

The Small Salaries—It is impossible to procure for the small salaries allowed men competent to make post mortem examinations who will devote all of their time to such work. Two of the four physicians have teaching positions in medical schools in branches which increase their efficiency for the work. They are well known pathologists; the other two devote some time to the practice of medicine.

Territory Apportionment—One of the physicians is stationed at the Cook County Morgue and attends to all of the work there. With the three remaining the effort is made to restrict their work to certain regions; one to the north and northwest, one to the west district, and the fourth to the south part of the city and county. The large size of the county of Cook makes it necessary to frequently rearrange the work for a day because some one of the four is dispatched to some remote part of the county, such as Lemont or Chicago Heights. The lack of provision for the employment of additional help for emergencies seriously interferes with the work of my office. If one of the physicians becomes ill for any length of time during seasons of the year when the number of deaths requiring investigations are numerous, it is impossible to keep up with the work.

Inadequate Surroundings for Post-Mortem Examinations—The disadvantages under which many of the post-mortem examinations are made, the cold rooms, the lack of running water and of good light are not conductive to the best results. There is urgent need of a number of places suitably scattered about the county of Cook where the proper facilities and privacy may be had for such examinations. These could be arranged for very well in connection, with a number of precinct police stations, the police of certain precincts to be instructed to take all bodies of persons found dead, and bodies to be examined with special care, to such local morgues from surrounding districts.

Reports of Post-Mortem Examinations—That all post-mortem examinations should be full and thorough and reported to my office, as typewritten statements dictated by the physician making the examination, requires no argument. It is an improvement which would be immediately appreciated by the many who consult the records of this office. By such records opportunities would be open to all to judge of the character of the examinations made, the information so frequently sought for in connection with civil suits would be available, and it would be possible, from a study of such records, to supplement such a report as this with a report of scientific value to the medical profession generally.

Court Work by Coroner's Physicians—The assistance of my physicians in the work of the State's Attorney in prosecuting crime is a part of their routine. The conditions obtaining in civil suits, such as suits for damages, for insurance, etc., are different, and I have taken the stand that fees for such services should not be accepted by them when the information and testimony they have to offer concerns their own work or the work

of any of their colleagues; in short, when their services are sought in regard to a death investigated by this office. The filing of full typewritten statements of thorough post-mortem examinations with the other information secured at the inquests would do much to lessen the calls upon the physician for testimony in civil cases. Another remedy for this condition, and especially when the physicians are subpoenaed to court and required to testify as experts, would be to make provisions for the automatic return to this office of an adequate fee for such service in a manner like that already in force for certified copies of testimony.

THE COUNTY MORGUE

While the total number of bodies handled at the morgue approximates 500 per month or 6,000 per annum, the Coroner's cases, including both inquests and physicians' certificates, are as follows:

	Inquests	Certificates	Total
1912	527	392	919
1913	647	443	1,090
Total Coroner's cases at morgue for 1912-1913			2,009

The dilapidated and totally inadequate condition of the morgue located upon the grounds with the County Hospital has been the subject of a number of communications to the Board of County Commissioners. The fact that this is the only place in the county of Cook where bodies are regularly sent to await identification is in itself an argument for immediate steps to remedy the conditions. It is hoped ere long that some provision will be made for a new morgue, as this house of death is so gruesome, so repulsive, as to needlessly multiply the horror of those who go there to identify the marbled faces of friends and relatives—the victims of sudden or violent deaths.

We Make Our Cemeteries Beautiful. Why should we not employ the same humanitarian instinct in relation to the morgue and liberate this temporary resting place of some 6,000 per annum, from the appearance of an abandoned dumping ground for debased and friendless dead?

Hundreds of mourners, weeping bitter tears, come to this place aghast, shocked at the surroundings, and after telling the keepers their tale of sorrow hurry away to arrange for immediate removal of their dear departed.

Mothers whose husband, son or daughter left home a few hours before, full of life, come wildly lamenting, hoping against hope, and find their loved ones housed in a dark, unkempt chamber of horrors.

Why cannot our morgue be placed on a par with our cemeteries?

A WHISTLE FOR THE BLIND

During my administration a number of those who have been fatally knocked down or run over by cars and vehicles have been blind. Of course, all the calculations made by drivers, motormen, engineers, etc., are on the supposition that pedestrians can both see and hear, and they naturally expect them to act in the interest of their personal safety in response to the notification of their senses.

It has been suggested that an ordinance be passed supplying blind people with a certain kind of whistle, and further obliging all those who have charge of cars or vehicles to obey the sound of those whistles by stopping or giving the right of way to these persons until they have passed to places of safety.

CORONER'S CASES

The total number of Coroner's cases during the past two years was 10,922, or an annual average of 5,461. Compared with the year 1911 there is a slight decrease in the number of coroner's cases in 1912 and an increase of 3.56 per cent for 1913. Of the 10,922 deaths investigated by this office during the two years covered by this report, 4,779, or an average of 2,389.5 per year, are classed as forms of disease; 2,442, or an average per year of 1,221, were classed as miscellaneous accidents; 1,126, or an annual average of 563, were suicides; 470, or an average of 235 per annum, were homicides; 1,463, or a yearly average of 732.5, were accidents of the street, involving horse vehicles, automobiles, street cars and steam railways; and 489, or an average for each year of 244.5, were classed as industrial accidents.

The following table shows that of the total number of coroner's cases during this period, an average for each year of 43.74 per cent were from forms of disease; 22.22 per cent from miscellaneous accidents; 10.32 per cent committed suicide; 4.4 per cent were homicides; 2.13 per cent were automobile accidents; 6.28 per cent were railroad accidents; 3.44 per cent were street railway accidents; 4.46 per cent were industrial accidents.

Table No. 6

	1912	1913
Total Number of Coroner's Cases	5,274	5,648
Per Cent of Increase or Decrease over 1911	a3.3	b3.56
Forms of Disease	2,336	2,443
Per Cent of Total	44.29	43.25
Miscellaneous Accidents	1,118	1,324
Per Cent of Total	21.00	23.44
Suicides	554	572
Per Cent of Total	10.5	10.13
Homicides	237	233
Per Cent of Total	4.5	4.13
Abortion	74	100
Per Cent of Total	1.4	1.8
Automobile	98	136
Per Cent of Total	1.86	2.4
Railroad	326	360
Per Cent of Total	6.18	6.38
Street Railway	209	165
Per Cent of Total	3.96	2.92
Horse and Horse Vehicles	89	80
Per Cent of Total	1.69	1.42
Industrial	251	238
Per Cent of Total	4.75	4.22

a—Decrease.
b—Increase.

In the above table it is inevitable that to a very small degree reckoning of the same cases be made under different headings; for example, there are a few "Horse and Horse Vehicle Accidents" that also come properly under the head of "Industrial Accidents," etc. This duplication of record amounts to about 3 per cent of the total, and is unavoidable in connection with the present classifications.

4.79 per cent of the total number of decedents were under 5 years of age; 11.57 per cent were under 20 years; 49.33 per cent were between 20 and 40 years; 14.77 per cent were between 40 and 50; 23.24 per cent were over 50 years of age; 60.52 per cent were male; 39.48 per cent were female.

It has always been my aim when holding inquests to remove as many gruesome features in connection with the same as is consistent with duty. I have endeavored in every possible way to spare the feelings of the family

and friends of the deceased, but have not permitted delicacy to halt the course of official duty, having throughout held all inquests in a careful, conscientious and impartial manner so that the best results might be obtained and remedies for evils and abuses discovered.

The total number of deaths classed as accidental during the past two years was 4,373, or an average of 2,186.5 per annum. In 1912 there were 2,073 deaths due to accidental causes, and in 1913 2,300. In 1912 81.13 out of every 100,000 population were killed accidentally; in 1913 87.72 out of every 100,000.

HOMICIDES

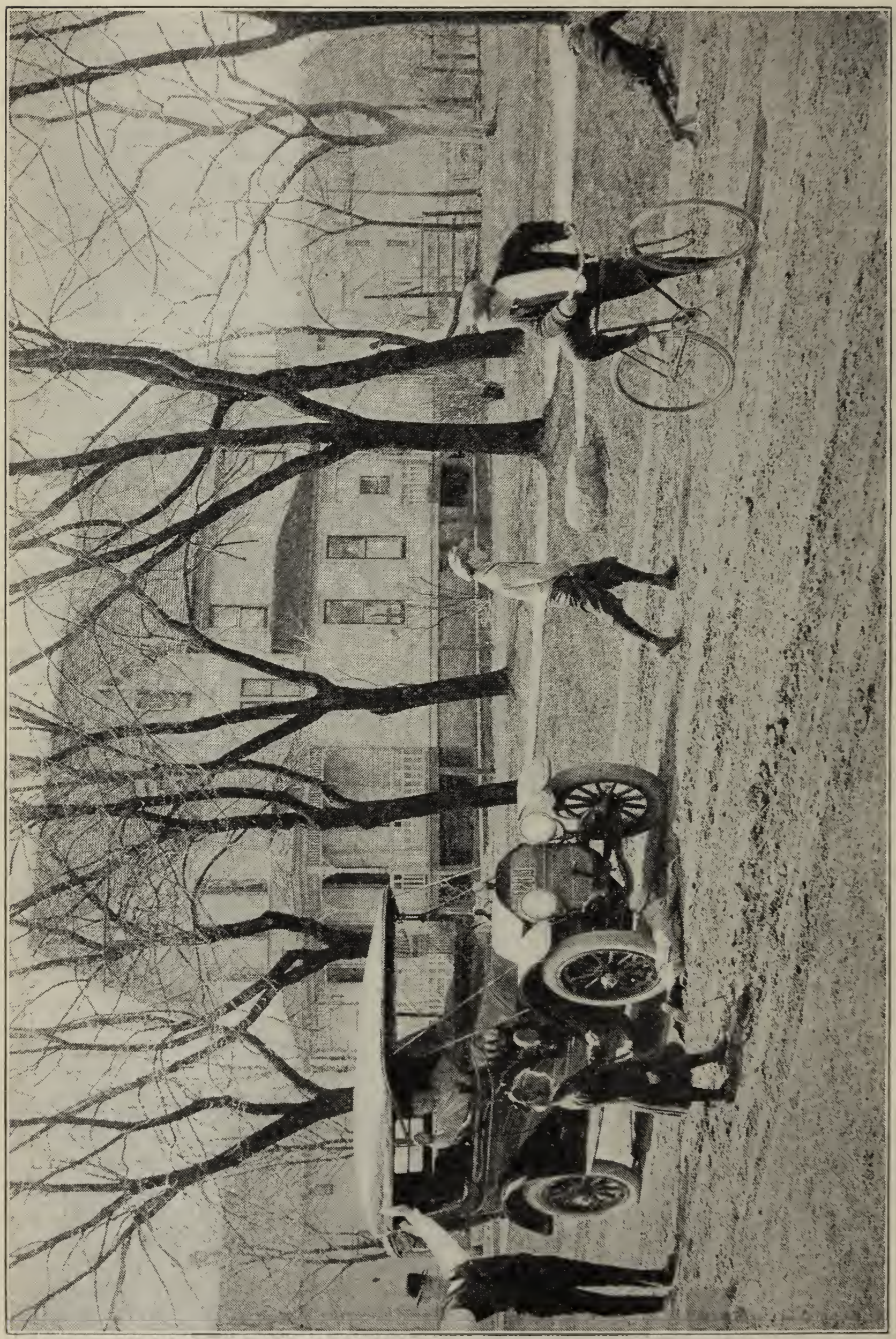
Homicide in Chicago is still on the increase. This office in the past two years held inquests on 470 cases, an average of 235 per year. There was an increase of 16 homicides in 1912 over the total for 1911, and an increase of 12 in 1913. It is not the duty of this office to do more than make a primary investigation of the cause of homicide, but the gravity of the situation calls for an intelligent study of this subject. The following comparison shows that this form of death can be controlled. In 1911 there occurred 221 homicides in my jurisdiction, while in London, with a population three times as great, there were but 33. If Chicago had the population of London, to maintain its percentage of homicides we would have had in 1911 a record of 663 as against 33 in London. The figures are so striking that merely stating them in this report should arouse public interest to the degree that a remedy would be found to decrease this great evil.

ABORTION

During my tenure of office professional abortionists have been sent to prison for long terms, establishing the principle in the county that criminals of this class can and will be punished. Like suicide, much of the tendency toward committing this act lies deeply rooted in the social and economic fabric of society, and it is clear to the student of sociology that an effective remedy for this evil will not be reached except by means which also remedy other evils that are related to it. Outside of the vicious class known as professional abortionists, a careful study of this act discloses the fact that those who commit it are frequently victims rather than culprits, that they are more sinned against than sinning. The 174 deaths during the last two years that can be traced to this cause is no doubt but a small percentage of the fatalities that actually occur, so difficult is it to obtain accurate information in relation to this matter.

SPEED MANIA AND AUTOMOBILE ACCIDENTS

While the deaths from automobile accidents were 98 in 1912 and 136 in 1913, truly a large increase, a careful analysis into traffic conditions in this county and a comparison between horse vehicle and power vehicle accidents and fatalities during the past two years discloses certain truths which cannot be denied. In order to present a vivid and accurate picture of the situation in regard to automobile accidents in Cook County, I instructed my statistician to make a most searching inquiry into the police records of automobile accidents, the number of horse vehicles and power vehicles in Chicago, the average daily mileage of each, the total mileage per day of horse drawn and power vehicles and the number of accidents of each per 5,000,000 miles of travel, with the following results:



Driver should Slow Up where Children are Playing.

Table No. 7

ACCIDENTS OF THE STREET.

In Chicago and Cook County.

		1910			
3,969 street railway accidents	of which	175	were	fatal	
1,596 horse and horse vehicle accidents	"	67	"	"	
998 automobile accidents	"	52	"	"	
		1911			
3,664 street railway accidents	"	161	"	"	
1,561 horse and horse vehicle accidents	"	75	"	"	
1,153 automobile accidents	"	75	"	"	
		1912			
4,106 street railway accidents	"	209	"	"	
1,507 horse and horse vehicle accidents	"	49	"	"	
1,604 automobile accidents	"	98	"	"	
		1913			
4,283 street railway accidents	"	165	"	"	
1,383 horse and horse vehicle accidents	"	44	"	"	
2,029 automobile accidents	"	136	"	"	

The following comparative tabulation is self-explanatory:

Coroner's Cases.

	1910	1911	1912	1913
Horse vehicles	67	75	49	44
Automobiles	52	75	98	136

Accidents Reported to the Police Department.

Horse vehicles	1,695	1,561	1,507	1,383
Automobiles	998	1,153	1,604	2,029

From these figures it is seen that the rapid increase in the number of automobiles in use during the past four years and the corresponding decrease in the number of horse vehicles is definitely shown, not only in the decrease of horse vehicle accidents and fatalities, but in the increase of automobile accidents, as the above comparison of four years clearly demonstrates.

On February 10th, 1914, the number of passenger and freight vehicles of all classes, licensed and unlicensed, on the streets of Chicago were as follows:

Horse vehicles..... 65,118 Power vehicles..... 37,406

The average daily mileage of all the passenger and freight vehicles used on the streets of Chicago is as follows:

Horse vehicles.....12 miles Power vehicles.....42 miles

Total Daily Mileage in Chicago

Horse vehicles.....781,416 miles Power vehicles.....1,571,052 miles

Average Number of Accidents per Day for Four Years.

Horse vehicles.....4.15 Power vehicles.....3.96

Number of Accidents to Each Five Million Miles.

Horse vehicles.....26.55 Power vehicles.....12.6

It is clear that comparisons made as to the danger between horse vehicles and power vehicles must be estimated on efficiency, and as the number of miles traveled is the only rational basis on which to figure, this statement covering four years is as close as can be calculated at this time without securing the average number of vehicles in use throughout the entire period, a detail, by the way, which would make but little difference in the general results obtained.

A reference to numerical table No. 55, giving the principal causes of death in their order, will show that automobile accidents occupy tenth place in both 1912 and 1913, and this in connection with the fact that there are but 12.6 accidents to every 5,000,000 miles of travel as against 26.55 accidents to every 5,000,000 miles that horse vehicles travel, should aid the public in drawing their conclusions on a more accurate basis than has been the custom in the past.

While improperly controlled and in the hands of incompetent, careless or inebriated persons, the automobile is one of the most dangerous devices that human ingenuity has contrived, it is well to remember that under proper conditions it is one of the most useful inventions, one of the greatest mechanical servants ever contrived for the use of man, and it is for the people themselves through laws, regulation and education to so safeguard its use as to secure its highest benefits with the least possible expense to life and limb.

In the campaigns of education that have been made in various fields to reduce the number of accidents and fatalities it is invariably found that the first requisite is to catalogue the several principal ways in which accidents take place, and it is in line with this general plan that we are giving below the figures in relation to the automobile fatalities in the city, in the country and in parks by passenger cars and trucks, and following will be found thirteen different ways in which automobile fatalities occurred in 1912 and sixteen in 1913, which will form most interesting reading for those who are either learning or teaching the avoidance of automobile accidents:

Table No. 8

AUTOMOBILE FATALITIES FOR 1912 AND 1913.

	1912	1913
In the City	95	113
In the Country	2	18
In Parks	1	5
Total	98	136
Passenger Car	75	106
Truck	23	30
Total	98	136
Principal Kinds of Accidents:		
Struck and knocked down	30	51
Struck and run over	44	40
Struck and dragged	1	1
Collision with auto or truck	1	3
Collision with wagon	4	2
Collision with train	...	6
Collision with street car	...	4
Collision with horse	1	...
Collision with buggy or cab	3	...
Collision with motorcycle	2	...
Collision with bicycle	2	2
Collision with bridge post, etc.	...	4
Skidding	2	3
Hitching	...	4
Cranking car	...	2
Auto turning over	...	4
Auto running down embankment	...	2
Auto running into river	4	...
Fell from automobile	2	4
Thrown from automobile	2	4
Total	98	136

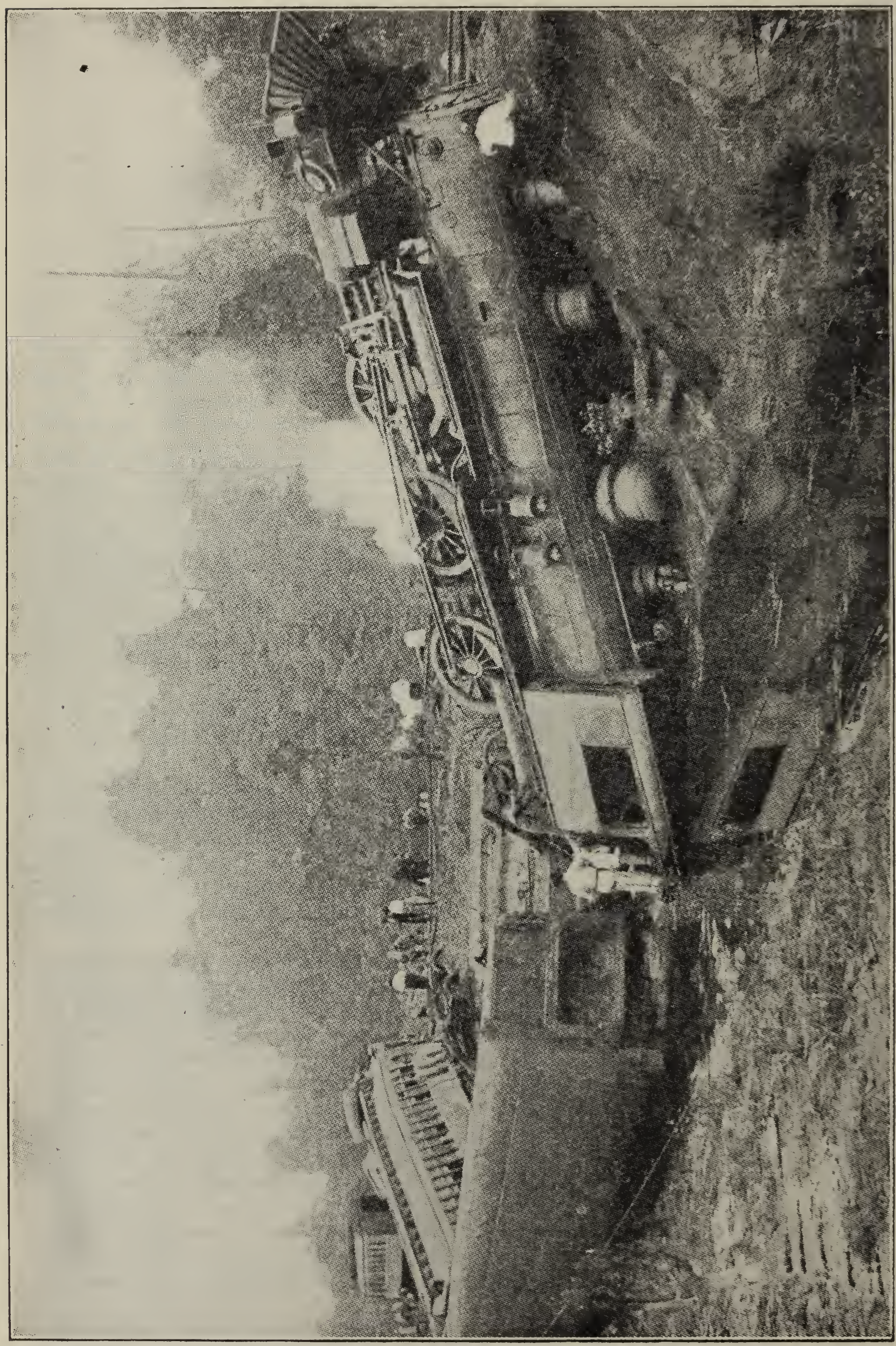
	1912	1913
Contributing Causes:		
Blame not fixed	42	44
Carelessness of driver	21	24
Inexperienced driver	1	7
Driver intoxicated	..	3
Speeding	6	2
Carelessness in cranking	...	2
Misunderstanding signals	...	1
Carelessness of deceased	4	11
Crossing in middle of block	9	18
Deceased intoxicated	1	...
Confusion of deceased	...	3
Falling in front of auto	2	2
Jumped from wagon in front of auto	2	..
Ran from behind car	1	...
Skating in street	...	1
Hitching to auto	...	2
Defective auto	...	2
Suicide	...	1
Surrounding conditions	10	13
Total	98	136

Traffic, passenger and freight, must necessarily have its rights in the streets and highways and pedestrians must also have their rights, and the result of the great campaign of the Safety Commission in the Chicago public schools has proven that education in both mental and physical efficiency is the only remedy, both for the prevention of carelessness on the part of drivers of vehicles and of pedestrians who use the same streets. At the mercy of speed maniacs our highways of travel would become more perilous than a battle field, but when the people as a whole are aroused the situation which has prevailed for weeks, months and years will be carefully considered and remedied, so that our county and city may have all the benefits of carrying passengers and freight through the streets with power vehicles, with the sacrifice of life and limb much less than formerly caused by horse vehicles alone.

If those who merely take the round figures in connection with automobile accidents, viz.: 16 deaths in 1907, 18 in 1908, 28 in 1909, 52 in 1910, 75 in 1911, 98 in 1912 and 136 in 1913, would also consider the vast mileage being made by these freight and passenger vehicles, together with the decrease in horse vehicles and the corresponding increase in the number of power vehicles, they would get a true idea of the real facts and relationships involved.

To safeguard all concerned, the final solution of the automobile situation in all cities must rest upon the competency and efficiency of the drivers, and this problem will no doubt be gradually worked out more or less in some way as the problem relating to locomotive engineers, who after having been trained in the shops as firemen and proven themselves competent, are granted a license and given charge of an engine. At the present time in Chicago only hired chauffeurs are required to have licenses, whereas owners of automobiles, their sons, daughters and relatives are permitted to drive their cars at liberty through the streets without licenses, without training or examination as to competency, notwithstanding the fact that there are a dozen automobile training schools in Chicago, certificates of graduation from which, including competency as to sight, hearing, nervous organization, etc., should be sufficient basis on which to grant a license, and lacking such certificate, should be a basis for denying or revoking a license.

Not until the commonwealth takes control of this matter as to who are competent to drive power cars on the streets and highways, with full



A Wrong Signal—18 Killed, 32 Wounded.

power to revoke licenses, will automobile accidents and fatalities be reduced to the minimum.

ELEVATOR ACCIDENTS

At the time the quadrennial report for 1908-1911 was printed I felt that we were to be congratulated on the marked decrease in elevator fatalities. The record for 1912 and 1913 permits of no complacency in this matter. In 1912, forty-four fatal elevator accidents occurred and in 1913, forty lives were sacrificed. This record must impress upon every one the great necessity, not only for safety ordinances but for officials who will perform their duty rigidly and conscientiously in enforcing these ordinances. We must remember that against this official carelessness and negligence stands human life itself. Public opinion, in the face of the above facts, should bring such pressure upon every one involved that 1914 will show material improvement.

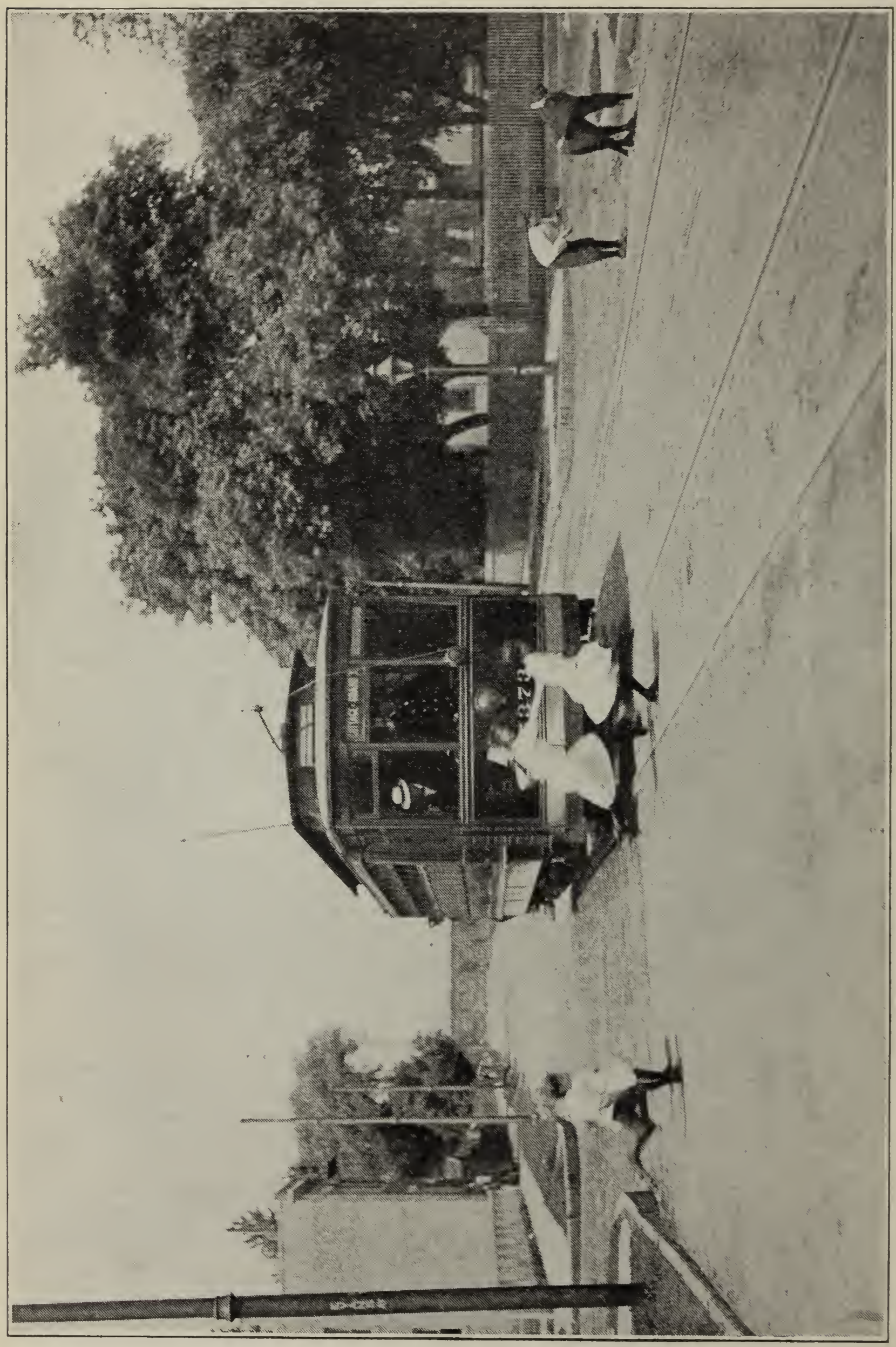
RAILROAD ACCIDENTS

During the past two years 686 persons were killed by steam railways, being an average of 343 per year. The number killed per 100,000 in 1912 showed a decrease of .5 per cent from 1911. During 1911, 13.4 persons out of every 100,000 population were killed. In 1912 the number killed per 100,000 had decreased to 12.7. Nineteen hundred and thirteen, however, shows a slight increase over 1911, the number per 100,000 being 13.8, or an increase of .29 per cent. With proper activities in the further abolition of grade crossings and a willingness on the part of railroad officials to adopt the recommendations of this office for the prevention of similar accidents, such as erection of safety gates, the fencing of their right of way and the placing of flagmen and electric bells at highway crossings, together with proper safety regulations and appliances in shops and yards, we may reasonably hope that 1914 will show an appreciable decrease in human sacrifice. The fact remains, however, that the general public is not alive to the great danger of crossing railroad tracks at places other than at the highway crossings. Statistics of this office prove that in the past two years eighty-four per cent of those killed by steam railways met their death at places along the right of way other than at highway crossings. Inasmuch as forty-three per cent of those killed during the above period were passengers and employes, it is evident that the majority of the remaining fifty-seven per cent were trespassers on the railroad right of way, and came to grief owing to lack of care for their own safety.

STREET CAR ACCIDENTS

During the past two years 374 persons were killed by street railways, or an average of 187 per year. The number killed in 1912 was 209 as against 161 in 1911, and 165 in 1913. The record for 1912 therefore shows an increase over 1911 of 29.19 per cent; 1913 shows increase over 1911 of 2.48 per cent.

Considering the earnest activities of the street railway companies in the line of public safety and the fact that their educational propaganda has certainly had an effect in lessening street car catastrophes, an explanation seems necessary, and it is this: That there were 25 per cent more street cars in use in 1913 than in 1911, while the number of fares has increased 36 per cent. It is much to the credit of the street railway companies for having brought the record down from 209 in 1912 to 165 in 1913, in the face of the enormous increase in traffic.



A Thoughtless Moment on the Part of Motorman or Children may Result Fatally.

Six and four-tenths persons in every 100,000 population were killed by street cars in 1911; in 1912 8.2 persons in every 100,000, and in 1913 6.3 out of every 100,000.

While the street railway companies during the past two years have done much toward educating the people on their personal safety, and taken proper precaution for the prevention of accidents, still the fact remains that a large proportion of the fatal accidents belong to the order of preventable casualties. They could and would have been avoided if the traction companies had provided proper facilities for transportation; 7.49 per cent of the deaths during the last two years, due to falling off cars and 2.94 per cent killed in alighting or boarding cars are directly traceable to over-crowding. The accidents resulting from street cars hitting wagons forms 8 per cent of the biennial total as against 12 per cent of the quadrennial total for the period ending November, 1911.

Convincing evidence is often presented at inquests that motormen do not operate their cars skillfully. They start them too quickly or stop them too suddenly. But evidence equally convincing is furnished that the patrons of street cars often take great risks in boarding or leaving moving cars. Constant attention to safeguards by the management, by conductors and motormen and by passengers and pedestrians is the means by which the casualty list can be kept down.

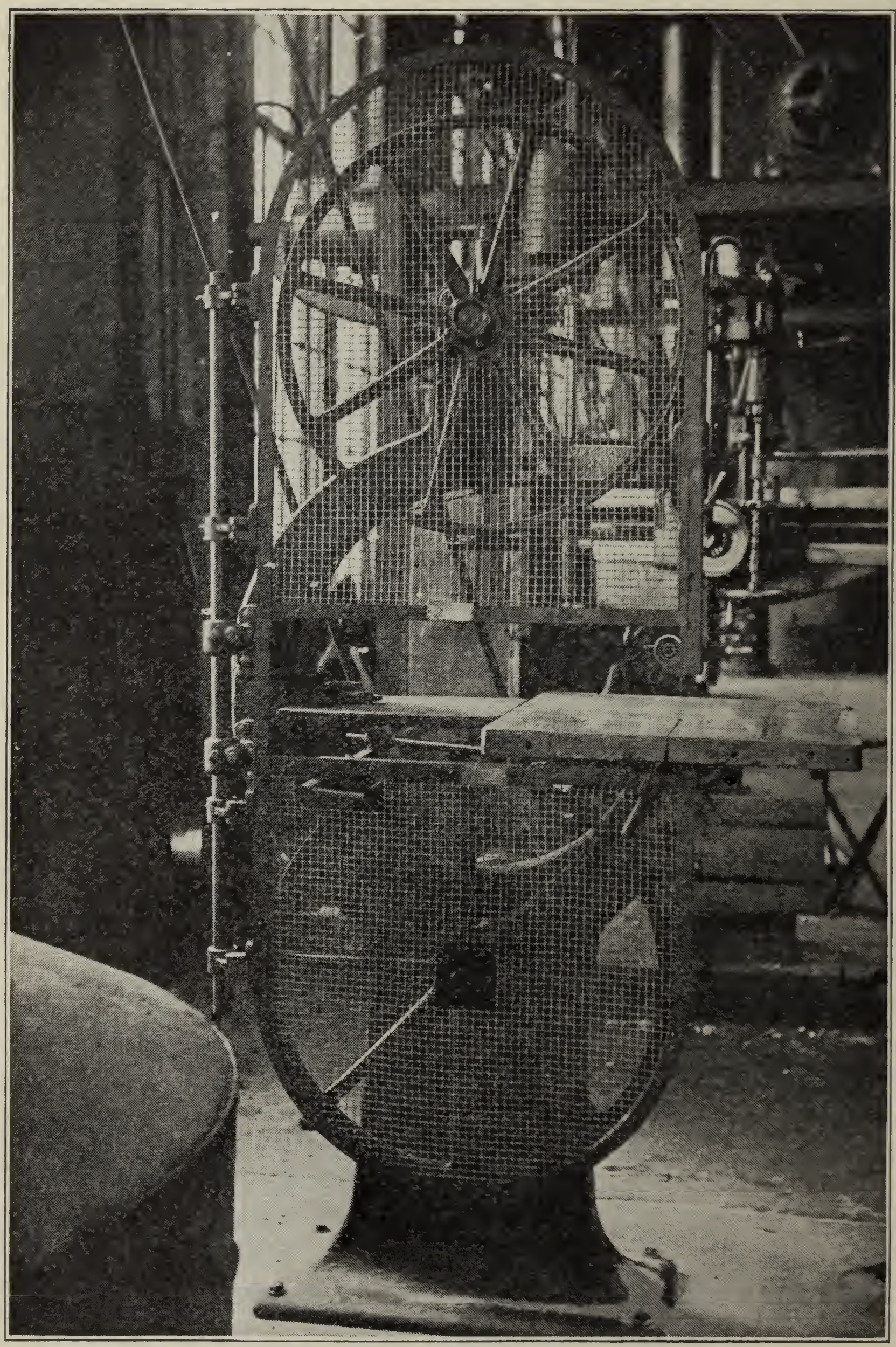
ELEVATED RAILWAY ACCIDENTS

Seventeen in 1912, 18 in 1913.

Considering the increased traffic of the elevated railways, the fact that the accident fatalities have been cut down to an average of 17.5 per annum in 1912 and 1913, as compared with the average of 20 per annum for the four years previous, is great credit to the Safety First activities and educational campaign conducted by the elevated railroads in Chicago. As before, the majority of the accidents listed occurred at points where the trains left the elevated structure to run on the surface on the outskirts of the city.

INDUSTRIAL ACCIDENTS

The number of victims from industrial accidents during 1912 and 1913 was 251 and 238 respectively. During the course of my administration of the office of coroner, I have observed that a very large percentage of the families and dependents of decedents are left in a practically destitute condition. Those killed in shops, factories, elevators and in other vocations are generally men of family who make up our industrial army. Statistics of the past two years show that fifty-two per cent of those killed in industry are between 20 and 40 years of age. A certain number of accidents are inseparable from industry. If all the cunning and sympathy of our race were exhausted in the attempt, the slaughter could not be entirely stopped. It can be greatly reduced, however, by safety appliances and by throwing a financial responsibility upon the proprietors. It is only elemental justice that those who are iinjured in the industrial battle should be cared for by the society which they serve, and that the families of those slain should be compensated for the loss of their breadwinners. Our state has recognized this duty by establishing a system of industrial insurance to compensate the victims for the loss of life and limb. Our civilization has gained the advantage of the toil of these men, and having done so, it is but just that we bear a part of the cost.



Band Saw Safeguarded by Wire Netting.

ASPHYXIATION

Three hundred and ninety-four deaths occurred from accidental asphyxiation during the past two years, an average of 197 per year, which is an increase of 11.93 per cent over the average for the previous four years, ending November, 1911. This shows an alarming increase in the number of deaths from this cause, due to defective gas pipes and fixtures It is not yet the duty of any one in Cook County to inspect gas fixtures in private houses. I believe it advisable that our city government make provision for a sufficient number of inspectors who shall be attached to the city gas inspector's office, to make regular examinations, or, failing this, place this duty upon the Peoples Gas Light and Coke Company.

DROWNING

During the past two years there occurred 301 cases of drowning. This is an average of 150.5 per year. As the summer approaches, I trust the police authorities will take proper steps toward safeguarding the bathing beaches and enforcing the municipal code relating to the fencing of clay holes.

TETANUS

During the past two years verdicts of death of eighty persons from tetanus were returned by coroner's juries, or an average of 40 per year. From time to time my attention has been called to deaths from tetanus or lockjaw, and the desirability of preventing the development of this disease by the use of anti-tetanus serum. In many instances this remedy has not been employed until the disease is well developed. As I am assured that the anti-tetanus serum is not only harmless but highly efficacious when given in time, I have urged upon physicians generally that this remedy be kept on hand and used as a preventive of lockjaw, to the end that the records of this office contain a lesser number of deaths from this preventable disease.

SUICIDE

Nineteen hundred and thirteen has broken all previous records for the number of suicides in Cook County, even as 1912 surpassed every record up to that year. Five hundred and seventy-two in 1913 is an increase of 13.19 per cent over 1911, and 554 in 1912 is an increase of 5.93 per cent over the previous year. It surely is high time that the subject of suicide is intelligently studied and a kind of education set in motion that will not only change the economic conditions under which self-destruction is seen to increase, but that will implant a mental attitude from childhood up that will act as the highest form of prevention. No doubt the suicide committee of the Public Safety Commission will give this matter the most serious attention during the coming year.

FIREARMS

An examination of the statistics of suicides and homicides for 1912 and 1913 shows that an average of 28.95 per cent of suicides and 62.74 per cent of homicides were caused by firearms, and the applause of the entire people is due to the humanitarian movements directed not only toward the enforcement of laws relative to carrying concealed weapons, but toward

the abolition of the manufacture and sale of these dangerous and useless implements of death. It is a false education to pretend that safety is found for those who carry or own firearms for protection, as our records show that deaths from burglars and outlaws have frequently occurred to those who have attempted to protect themselves with a gun. Though paradoxical, statistics bear out the assertion that the greatest safety is to those who go unarmed.

Great public interest has been aroused and safety movements have sprung into existence largely on account of the increase in automobile fatalities. Sound thinking on any subject demands that it should be considered in its due order and proportion in relation to other matters. The following table is presented so that firearm and automobile fatalities may be compared at a glance:

	1910	1911	1912	1913
Automobile fatalities	52	75	98	136
Firearm fatalities	267	290	339	328

The automobile is an instrument of utility and peace, whereas firearms are primarily instruments of destruction, and the large increase in fatalities of this class in 1912 and 1913 over the previous years is unwarranted and reprehensible in the extreme.

The following table of firearm accidents, homicides and suicides for the past four years indicates the general divisions under which these fatalities occurred and the probable line of action through the means of education and legislation which must be employed to lower this rate. Does it not seem to indicate that a general all-around education is necessary in the schools, homes and through the press in the matter of thoughtfulness, carefulness and precision in the doing of things?

Table No. 9

COMPARISON OF CLASSIFIED FIREARM FATALITIES FOR FOUR YEARS.

	Accidental	Homicides	Suicides	Total
1910	14	128	125	267
1911	17	135	138	290
1912	22	155	162	339
1913	24	140	164	328

The table that follows has been devised to show a comparison of the firearm and automobile accidents and fatalities in Cook County during 1913, the first column being estimated, while the fatalities in the last column are exact figures taken from the records of my office:

240 accidentally shot by self or others	of	which	24	were	fatal
612 attempted homicide by shooting	"	"	140	"	"
285 attempted suicide by shooting	"	"	164	"	"
1,140 total firearm casualties	"	"	328	"	"
vs.					
2,346 automobile accidents	"	"	136	"	"

The value of presenting the above table showing the near-fatalities as well as the fatalities under each heading is manifest; for instance, while but 24 were fatally shot by accident in 1913, 240, or ten times as many, were shot and escaped death by good luck, the bullet having merely happened to have struck a part that was not vital; but the student of prevention will prefer to take the 240 that might have been fatal, rather than the 24 that were, as his basis for procedure. Again, while the number of homicides was 140, it is seen that the number who attempted to kill and failed

were 612, and the same argument applies here. While the total number of suicides for 1913 was 572, of which those by shooting were 164, it is seen that almost twice this number, viz., 285, attempted suicide by shooting and were unsuccessful, and again the above argument applies.

Bearing in mind that the gun is primarily an instrument of destruction and that the automobile is primarily an instrument of utility, it is not surprising that the former has a record of but 1,140 as against 2,346 total automobile accidents in the year, and yet firearm fatalities stand 328 to 136 automobile, for the reason that the motive of destruction is not present in the latter.

The above figures show that our rational citizens, while not decreasing one iota in their zeal to bring automobile fatalities below 136 per annum, should multiply their determination to stamp out the 328 firearm fatalities per annum in the ratio that these figures show to each other.

Among the experts who have carefully studied firearm fatalities, including methods of prevention, is George P. Le Brun, author of the "Sullivan Pistol Law," and for sixteen years connected with the Coroner's office in New York City. Mr. Le Brun says that nearly all the firearm accidents and more than half the murders and suicides by shooting can be prevented by a stringent law prohibiting the sale and carrying of guns. He proves by statistics that suicides by shooting are very frequently suggested by the mere possession of a weapon, that many murders are due to the presence of a gun in the possession of the killer; that revolvers are of small value to citizens as protection against burglary, and that in most cases of murder by burglars the victims would have remained alive if they had been unarmed.

The records for both homicides and suicides by shooting indicate that the actual pulling of the trigger has been the result of a temporary nervousness and high state of excitement, and that as a rule they do not intend to kill the victim, but merely to scare him, the firing of the gun and the killing being frequently as unexpected to the slayer as to the one who is shot.

The carrying of weapons is not a safeguard but a constant menace, as statistics plentifully show, a danger not only to the bad citizen but to the good one, and laws rigidly enforced that will prevent the sale and the carrying of weapons excepting by such officials as are especially trained and qualified to use them will, as shown in the state of New York, decrease fatalities from this cause at least fifty per cent.

ELECTROCUTION

Electrical work has contributed its share of coroner's cases during the past two years, as the following tabulations will show. While as a rule men employed in this work are experienced in their profession and are fully aware of the conditions under which live wires are dangerous, it is seen that many of them grow careless and fail to adjust their safety belts when working in dangerous places, and will even leave off their rubber gloves and boots that are provided for the purpose. Formerly a large number of those who were electrocuted while at work were new employes who had not become conversant with the hazard of the electrical profession, but it having been fully demonstrated that it is a form of criminal carelessness to set new men at work adjusting belts and climbing poles in the vicinity of live wires, fatality among inexperienced employes has greatly decreased.

Lineman Working without Safety Feet, Contrary to Instructions.

The Result.

Table No. 10
ELECTROCUTION FATALITIES.

	1912	1913
Contact directly with live wire (employes)	6	18
Contact directly with live wire (children and others)	...	8
Handling chain, belt, wire, etc., that came in contact with live wire (employes)	10	4
Contact with third rail (employe)	...	2
Using electrical vibrator while taking bath	...	1
Total	16	33

STATISTICAL DEPARTMENT

This department was installed during the first year of my administration, and has been improved annually ever since, until now it may be said that the records and tabulations of this office are unexcelled by any government department or bureau in the country.

This is an age of statistics. The development of statistical science during the past few years has a deep meaning in relation to all the affairs of life and thought, and this meaning, expressed in concise terms, is the refusal of thinking people to continue their dependence upon tradition, estimates or guesswork when facts and figures are to be had which are capable of being formulated into statistical tables that carry a world of information.

A guess or an impression as a rule amounts to nothing more than the experience of **the one person** who so indulges himself, whereas statistical tables and classifications involve **the experiences of thousands, uncolored** by the personal equation; and the classifications of my office and the lessons taught involve **all of the people in Cook County** who have come to sudden and violent deaths, and the ways in which these deaths have occurred are so classified that they may be employed for guidance as an aid to avoiding similar catastrophes in the future.

In the past statistical records of public departments or bureaus have been designed primarily as a convenience to the bureau itself; whatever tables or classifications have been made, instead of being arranged for the purpose of guidance to the general public, have been more **as a convenience** to the clerical force or a record of interest to the bureau or its administrator. A perusal of this report indicates a complete change from the bureaucratic motive, the entire stress of the within tables and classifications being to serve **all the people** as guidance in avoiding danger to life and limb.

Table No. 11
COMPARATIVE SUMMARY PER 100,000 POPULATION.

	1911	1912	1913
Population of Cook County	2,490,195	2,554,516	2,622,100
Number of Coroner's Cases per 100,000 Population.	219.0	206.4	215.41
Number of Miscellaneous Accidents per 100,000 Population	46.62	43.77	50.49
Number of Suicides per 100,000 Population	21.0	21.5	21.8
Number of Homicides per 100,000 Population	8.8	9.3	8.9
Accidents of the Street:			
Number of Automobile Fatalities per 100,000 Population	3.0	3.8	5.3
Number of Railroad Fatalities per 100,000 Population	13.4	12.7	13.8
Number of Street Railway Fatalities per 100,000 Population	6.4	8.2	6.3
Number Horse and Horse Vehicle Fatalities per 100,000 Population	4.5	3.1	3.1
Number Industrial Fatalities per 100,000 Population	11.12	9.82	9.0

DEPARTMENT OF ALPHABETICAL TABLES

For purposes of brevity, the following tables will cover only the years 1912 and 1913, the lessons involved being emphasized by the maintenance of the same proportions shown by the figures of previous years.

Table No. 12

INQUESTS BY MONTHS.

	1912	1913
December	342	410
January	387	331
February	335	352
March	347	380
April	324	350
May	370	368
June	350	393
July	393	412
August	330	348
September	359	368
October	352	344
November	337	329
Total Inquests	4,226	4,385

Table No. 13

Sex:		
Male	3,175	3,436
Female	1,051	949
Total	4,226	4,385

Table No. 14

Ages:		
Under 5 years	236	290
5 to 10 years	128	114
10 to 20 years	257	238
20 to 30 years	747	768
30 to 40 years	838	845
40 to 50 years	744	882
50 to 60 years	661	648
60 to 70 years	360	343
70 to 80 years	123	129
Over 80 years	45	34
Not ascertained	87	94
Total	4,226	4,385

Table No. 15

Race:		
White	4,043	4,215
Colored	175	157
Yellow	8	11
Red	...	2
Total	4,226	4,385

Table No. 16

Civil Condition:		
Single	1,511	1,599
Married	1,929	2,028
Widowers	286	272
Widows	182	166
Divorced	56	84
Not ascertained	262	236
Total	4,226	4,835

Table No. 17
CAUSES OF DEATHS

	1912	1913
Abortion:		
Accidental	9	8
Criminal	13	12
Spontaneous	6	5
Self-induced	24	33
Undetermined	22	42
Total Deaths from Abortion	74	100
Accidents:		
Automobile	98	136
Bicycle	...	1
Motorcycle	8	14
Elevator	4	7
Elevated Railawy	17	18
Railroad	326	360
Street Car	209	165
Wagon	42	37
Total	704	738
Industrial Accidents:		
Suffocated by Gases	11	...
Burned by Metals	1	4
Scalded by Hot Water	11	7
Killed in Elevator	17	21
Caught in Machinery	18	28
Building Collapse	...	2
Electrocution	14	15
Explosion	17	16
Struck by Falling Objects	37	49
Falling down Elevator Shaft	23	12
Falling off his own Wagon	40	36
Falling down Ladder	13	10
Falling in Culvert	...	2
Falling from Telephone Pole	1	...
Falling off Scaffold	30	25
Falling from Airship	3	3
Falling through Skylight	...	1
Falling from Building	6	...
Falling from Roof	3	...
Falling from R. R. Bridge	1	...
Falling out of Window	1	...
Smothered in Smokestack	1	...
Smothered in Glucose Car	1	...
Smothered in Bin	2	...
Kicked by Horse	...	7
Total Industrial Accidents	251	238
Miscellaneous Accidents:		
Alcoholism	60	97
Asphyxiation, Accidental	110	148
Asphyxiation, Undetermined	61	64
Amusement Park Device	1	...
Baseball	2	...
Burns and Scalds	187	232
Choking, Accidental	6	6
Choking, Undetermined	1	1
Crushed in Earth	...	1
Cutting, Accidental	2	1
Drowning, Accidental	74	84
Drowning, Undetermined	80	63
Diving onto Rock or Bottom	...	3
Electrocution	...	4
Electrocution, Trolley Wires	...	1
Electrocution, Light Wires	2	12
Exposure	4	6
Exposure and Neglect	24	13
Falling Objects	12	5

Falls—	1912	1913
Out of Chair	4	5
On Floor	24	26
Out of Window	42	56
Off Ladder	24	18
Down Stairs	92	91
On Street	50	58
From Horse	6	2
Into Hold of Boat	1	6
From Smoke Stack	...	1
In Showcase	...	1
From Telephone Pole	...	1
From Tree	...	1
From Porch	...	12
From Bridge	...	2
On Skates	2	...
Heat Prostration	10	51
Homicide	237	233
Hydrophobia	7	2
Poisoning, Accidental	35	35
Poisoning, Undetermined	15	26
Poisoning, Ptomaine	2	3
Shooting, Accidental	18	15
Shooting, Undetermined	4	9
Suffocated (Children)	6	4
Suicide	554	572
Septicaemia	54	41
Struck by Lightning	1	2
Tetanus	...	2
Revolver	1	...
Toy Pistol	1	...
Otherwise	31	45
Crushed under Wheels	...	1
Hanging, Accidental	...	1
Undetermined Violence	29	46
Under Anaesthetic	16	18
Forms of Disease	1,288	1,180
Suffocated by Water Heaters	10	1
Kicked by Horse	7	...
Starvation	...	1
Total Inquests	4,226	4,385
Recapitulation:		
Abortion	74	100
Accidents	704	738
Industrial Accidents	251	238
Miscellaneous Accidents	3,197	3,309
Total Inquests	4,226	4,385

Table No. 18.

Nativity:	1912	1913
Americans	2,088	2,003
Austrians	213	243
Africans	1	53
Belgians	11	5
Bohemians	90	91
Bulgarians	7	4
Canadians	68	71
Chinese	5	9
Danes	48	26
English	66	86
Finns	5	5
French	9	7
Germans	487	522
Greeks	14	25
Hollanders	21	14
Hungarians	51	74
Irish	263	242
Italians	112	130
Japanese	...	2
Mexicans	4	2
Norwegians	80	58
Palestines	...	1
Polish	85	102
Roumanians	8	5
Russians	68	175
Scotch	39	23
Spaniards	...	2
Swedes	141	153
Swiss	11	5
Turks	5	4
Welsh	1	3
Not Ascertained	225	236
Total	4,226	4,385

Table No. 19.

Occupations:	1912	1913
Actor	5	12
Actress	6	2
Advertiser	1	2
Agent	24	28
Architect	1	1
Artist	3	1
Acrobat	...	1
Aviator	3	2
Baker	14	13
Banker	...	2
Barber	27	20
Bartender	29	30
Baseball Player	1	...
Blacksmith	23	31
Bookbinder	5	1
Bookkeeper	26	23
Bootblack	...	1
Boxmaker	3	2
Brakeman	14	9
Bricklayer	20	26
Brickmaker	...	6
Breweryman	9	4
Broker	13	6
Broommaker	3	2
Butcher	24	32
Buyer	1	5
Bellhop	...	1
Boilermaker	2	5
Cabdriver	6	1
Cabinetmaker	9	14
Candymaker	2	4
Car Cleaner	3	...
Car Inspector	6	...
Car Repairer	8	16
Carpenter	88	89
Chauffeur	13	11
Chemist	1	1
Cigarmaker	10	12
City Firemen	6	2
Civil Engineer	1	1
Clerk	145	133
Coal Dealer	3	4
Collector	6	8
Conductor	19	15
Chiropodist	...	1
Contractor	5	10
Cook	35	37
Cooper	8	5
Cornicemaker	...	1
Custodian	...	1
Craneman	...	2
Dentist	2	1
Designer	2	2
Detective	...	3
Domestic	89	59
Draftsman	3	4
Dressmaker	13	11
Druggist	2	3
Dyer	5	2
Decorator	...	4
Dredger	...	1
Electrician	15	17
Elevator Conductor	11	18
Engineer	33	36
Engraver	...	2
Factory Hand	28	36
Farmer	36	35
Fireman	16	26
Fisherman	2	3
Flagman	7	5

Occupations:	1912	1913
Florist	3	1
Foreman	15	19
Finisher	...	1
Gardener	4	5
Gasfitter	2	1
Glassworker	4	3
Grocer	9	7
Guard	1	2
Glovemaker	...	1
Harnessmaker	1	3
Hatter	1	1
Hodcarrier	8	5
Hostler	5	13
Housekeeper	90	70
Housewife	531	441
Hotel Man	...	1
House Mover	3	...
Inspector	11	6
Insurance Adjuster	5	1
Inventor	...	2
Ironworker	20	28
Janitor	38	40
Janitress	...	7
Jeweler	2	10
Junk Dealer	...	3
Laborer	800	834
Lace Cleaner	1	1
Laundryman	4	4
Laundress	11	14
Lawyer	6	6
Lineman	3	11
Lithographer	2	...
Liveryman	1	3
Locksmith	1	1
Machinist	55	86
Mail Carrier	7	3
Manager	9	9
Manufacturer	14	11
Merchant	42	31
Messenger	8	13
Midwife	1	1
Milk Dealer	1	3
Miller	4	1
Milliner	1	2
Miner	...	2
Minister	2	1
Molder	18	18
Motorcyclist	1	1
Motorman	9	16
Musician	13	8
Newsboy	...	1
Newspaperman	2	2
None	430	488
Nurse	15	4
Oiler	...	5
Operator	8	2
Optician	...	4
Painter	63	66
Paperhanger	5	3
Patternmaker	...	3
Peddler	26	22
Photographer	...	5
Physician	4	12
Pilot	...	2
Plasterer	5	8
Plumber	10	8
Police Officer	12	20
Porter	56	62
Promoter	1	3
Printer	12	29
Prostitute	3	1
Publisher	3	1

Occupations	1912	1913
Packer	4	9
Poster	1	...
Polisher	...	5
Ragpicker	...	1
R. R. Guard	4	1
Real Estate Dealer	17	15
Restaurant Keeper	4	9
Roofer	5	8
Rodman	1	..
Retired	2	...
Sailor	11	12
Saleslady	3	3
Salesman	48	59
Saloonkeeper	22	26
School Boy	109	106
School Girl	42	31
School Teacher	5	10
Secretary	3	1
Shoemaker	16	14
Shop Boy	...	5
Shop Girl	6	...
Sign Writer	...	1
Soldier	1	...
Solicitor	4	6
Speculator	1	...
Stagehand	1	1
Steamfitter	15	12
Stenographer	5	5
Stonecutter	7	6
Student	3	5
Superintendent	2	4
Switchman	43	67
Surveyor	1	...
Steeplejack	...	2
Tender	...	1
Tailor	45	46
Tailoress	5	8
Tanner	8	2
Teamster	141	156
Telegraph Operator	3	10
Ticket Broker	...	3
Tinsmith	9	3
Trackman	2	1
Traveling Salesman	3	1
Towerman	...	5
Trimmer	...	1
Undertaker	1	2
Undetermined	221	207
Upholsterer	1	4
Valet	...	1
Wagon Boy	...	1
Wagonmaker	2	1
Waiter	23	24
Waitress	5	11
Watchman	48	52
Window Washer	1	6
Woodworker	14	4
Wrapper	...	1
Wrecker	...	1
Yardmaster	1	3
Total	4,226	4,385

SUICIDES BY MONTHS.

Table No. 20.

December	26	59
January	40	45
February	50	47
March	56	43
April	54	56
May	51	42
June	46	54
July	57	41
August	43	51
September	51	42
October	37	56
November	43	36
Total	554	572

Table No. 21.

Sex:		
Male	413	433
Female	141	139
Total	554	572

Table No. 22.

Race:		
White	545	564
Colored	7	6
Yellow	2	2
Total	554	572

Table No. 23.

Civil Condition:		
Married	304	316
Single	158	165
Widower	42	35
Widow	12	22
Divorced	6	14
Not ascertained	32	20
Total	554	572

Table No. 24.

Ages:		
5 to 10 years	1	...
10 to 20 years	47	24
20 to 30 years	129	134
30 to 40 years	134	120
40 to 50 years	95	117
50 to 60 years	87	107
60 to 70 years	40	47
70 to 80 years	12	11
Over 80 years	4	6
Not ascertained	5	6
Total	554	572

Table No. 25.

Nativity:		
Americans	222	225
Austrians	42	41
Africans	7	5
Belgians	2	1
Bohemians	30	24
Bulgarians	...	2
Canadians	6	9
Chinese	2	2
Danes	13	8
English	7	11
Finns	2	3
French	7	1
Germans	88	109
Greeks	...	2
Hollanders	3	1

Nativity:	1912	1913
Hungarians	8	15
Irish	12	9
Italians	7	13
Japanese	...	1
Norwegians	7	10
Polish	10	7
Roumanians	1	...
Russians	30	28
Scotch	1	2
Swedes	18	23
Swiss	...	2
Not ascertained	29	18
Total	554	572

Table No. 26.

Mode of Death:		
Asphyxiation	153	163
Cutting	22	33
Drowning	20	22
Hanging	57	57
Jumping from window	5	9
Jumping from building	3	2
Jumping under train	2	6
Poisoning	130	109
Setting fire to clothes	...	7
Shooting	162	164
Total	554	572

Table No. 27.

Poisons Used:		
Arsenic	3	...
Carbolic acid	74	60
Chloride of zinc	3	4
Chloroform	9	6
Corrosive sublimate	3	2
Cyanide of potassium	6	7
Morphine	2	2
Muriatic acid	1	2
Narcotic	4	5
Opium	2	1
Paris green	6	3
Prussic acid	...	1
Rough on rats	4	5
Strychnine	2	4
Not ascertained	11	7
Total	130	109

Table No. 28.

Probable Cause:		
Despondency	187	165
Insane	26	25
Temporarily insane	171	195
Not ascertained	170	187
Total	554	572

HOMICIDES.

Table No. 29.

Sex:		
Male	180	211
Female	57	22
Total	237	233

Table No. 30.

Race:	1912	1913
White	199	195
Colored	38	36
Yellow	...	2
Total	237	233

Table No. 31.

Civil Conditions:		
Married	111	113
Single	111	102
Widower	6	5
Widow	...	4
Divorced	3	2
Not ascertained	6	7
Total	237	233

Table No. 32.

Ages:		
Under 5 years	13	6
5 to 10 years	4	3
10 to 20 years	26	17
20 to 30 years	78	85
30 to 40 years	57	57
40 to 50 years	35	28
50 to 60 years	12	18
60 to 70 years	4	5
70 to 80 years	2	3
Over 80 years	1	...
Not ascertained	5	11
Total	237	233

Table No. 33.

Cause of Death:		
Asphyxiation	9	3
Blow on head or body	42	42
Cutting	7	5
Drowning	2	1
Explosion	1	11
Neglect	1	...
Poison	1	3
Shooting	155	140
Stabbing	14	25
Strangulation	3	3
Thrown out of window	1	...
Thrown down stairs	1	...
Total	237	233

Table No. 34.

Disposition:		
Accidents	27	27
Justifiable	27	37
Murder	168	162
Murder and suicide	15	7
Total	237	233

Table No. 35.

Nativity:		
Americans	129	112
Austrians	14	7
Africans	...	6
Belgians	2	...
Bohemians	2	1
Bulgarians	4	...
Canadians	2	2

Nativity:	1912	1913
Danes	4	...
English	...	2
French	...	1
Germans	16	12
Greeks	3	2
Hungarians	4	7
Irish	7	14
Italians	26	35
Norwegians	2	3
Polish	4	7
Roumanians	2	3
Russians	7	11
Scotch	1	1
Swedes	1	2
Swiss	1	1
Not ascertained	6	4
Total	237	233

TRANSPORTATION ACCIDENTS.

Table No. 36.

Sex:		
Male	479	499
Female	75	44
Total	554	543

Table No. 37.

Race:		
White	547	529
Colored	7	13
Yellow	...	1
Total	554	543

Table No. 38.

Civil Condition:		
Married	261	266
Single	201	188
Widower	31	33
Widow	16	16
Divorced	2	10
Not ascertained	43	30
Total	554	543

Table No. 39.

Ages:		
Under 5 years	18	8
5 to 10 years	25	15
10 to 20 years	40	38
20 to 30 years	116	109
30 to 40 years	106	103
40 to 50 years	92	108
50 to 60 years	71	58
60 to 70 years	46	51
70 to 80 years	12	24
Over 80 years	4	4
Not ascertained	24	25
Total	554	543

Table No. 40.

Nativity:	1912	1913
Americans	240	231
Austrians	32	22
Africans	...	5
Belgians	4	...
Bohemians	5	13
Bulgarians	1	...
Canadians	12	3
Chinese	1	...
Danes	3	1
English	6	5
French	10	2
Germans	45	69
Greeks	5	9
Hollanders	9	3
Hungarians	6	12
Irish	47	42
Italians	25	19
Japanese	...	1
Mexicans	...	1
Norwegians	6	6
Polish	18	16
Roumanian	2	1
Russian	19	31
Scotch	3	2
Swedes	21	19
Turks	2	1
Not ascertained	32	29
Total	554	543

RAILWAY ACCIDENTS.

Table No. 41.

Cause of Death:		
Collision	24	9
Crossing Tracks	73	74
Crushed by Cars	12	26
Falling off Train	27	25
Jumping on or off	13	17
Scalded by Steam	4	1
Struck by Viaduct	5	2
Walking on Track	119	149
Hitching	4	9
Coupling	2	...
Leaning out of Car	...	2
Wreck	2	16
Run Down	22	...
Not Ascertained	19	30
Total	326	360

Persons Killed, by Groups:		
Passenger	19	9
Employe	138	132
Otherwise	169	219
Total	326	360

Location:		
At crossing	52	59
Not at crossing	274	301
Total	326	360

STREET RAILWAY ACCIDENTS.

Table No. 42.

Cause of Death:	1912	1913
Crossing Tracks at Crossing	45	18
Crossing Tracks not at Crossing	54	23
Crushed between Cars	10	9
Collision	14	9
Fall from Car	16	12
Getting on or off	8	3
Hitching	...	2
Leaning out of Car	3	...
Vehicle Struck by Car	14	16
Walking on Track	6	7
Run Down by Train	37	60
Not Ascertained	2	6
Total	209	165
Location:		
At Street Crossing	71	66
Not at Crossing	138	99
Total	209	165
Persons Killed, by Groups:		
Passenger	28	14
Employe	16	14
Otherwise	165	137
Total	209	165

ELEVATED RAILWAY ACCIDENTS.

Table No. 43.

Cause of Death:		
Electrocuted	...	1
Fell off platform	2	2
Crushed between car and platform	1	1
Collision	1	...
Run down by train	11	10
Walking on track	2	4
Total	17	18
Location:		
On elevation	11	8
On ground	6	0
Total	17	18
Persons Killed, by Groups:		
Employe	8	9
Otherwise	9	9
Total	17	18

INDUSTRIAL ACCIDENTS.

Table No. 44.

Sex:		
Male	243	231
Female	8	7
Total	251	238

Table No. 45.

Race:	1912	1913
White	247	236
Colored	4	2
Total	251	238

Table No. 46.

Civil Condition:		
Married	158	129
Single	81	94
Widower	8	10
Widow	1	...
Divorced	...	2
Not Ascertained	3	3
Total	251	238

Table No. 47.

Ages:		
Under 10 years	3	7
10 to 20 years	17	14
20 to 30 years	63	61
30 to 40 years	74	56
40 to 50 years	38	40
50 to 60 years	34	34
60 to 70 years	10	9
70 to 80 years	3	3
Not Ascertained	9	14
Total	251	238

Table No. 48.

Cause of Death:		
Suffocated by Gases	11	...
Burned by Metal	1	4
Scalded by Hot Water	11	7
Killed in Elevator	17	21
Caught in Machinery	18	28
Building Collapse	...	2
Electrocution	14	15
Explosion	17	16
Struck by Falling Objects	37	49
Falling Down Elevator Shaft	23	12
Off his own wagon	40	36
Down ladder	13	10
In culvert	...	2
From airship	3	3
From telephone pole	1	...
Off scaffold	30	25
Through skylight	...	1
From building	6	...
From roof	3	...
From bridge	1	...
Out of window	1	...
Smothered in smokestack	1	...
In glucose car	1	...
In bin	2	...
Kicked by horse	...	7
Total	251	238

Table No. 49.

Nativity:	1912	1913
Americans	75	98
Austrians	23	16
Africans	...	1
Belgians	2	...
Bohemians	12	3
Bulgarians	...	1
Canadians	1	5
Danes	3	1
English	2	4
French	4	...
Germans	27	34
Greeks	3	2
Hollanders	2	...
Hungarians	6	9
Irish	16	8
Italians	7	10
Norwegians	11	2
Palestine	...	1
Polish	11	7
Roumanians	2	2
Russians	23	23
Scotch	3	...
Swedes	11	8
Turks	1	...
Not Ascertained	6	3
Total	251	238

PRINCIPAL OCCUPATIONS IN ALPHABETICAL ORDER.

To get at a glance the true order and proportion of the hazard of occupations as related to each other, see numerical and percentage tables Nos. 53 and 54.

Table No. 50.

Occupation	Census for Cook County	No. Cases per Occupation		Inquests per 1,000 Each Occupation 1913	
		1912	1913		
Actor	2,000	5	12	6.0	per M
Actress	3,000	6	2	1.5	"
Advertiser	4,200	1	2	.47	"
Agent	26,000	24	28	1.08	"
Architect	750	1	1	1.33	"
Artist	1,400	3	1	.71	"
Acrobat	180	..	1	5.55	"
Aviator	150	3	2	13.33	"
Baker	13,000	14	13	1.0	"
Barber	9,600	27	20	2.07	"
Bartender	12,000	29	30	2.5	"
Baseball Player	1,200	1	..	.83	"
Blacksmith	6,500	23	31	4.71	"
Bookbinder	10,000	5	1	.1	"
Bookkeeper	25,000	26	23	.92	"
Bootblack	2,500	..	1	.4	"
Boxmaker	4,800	3	2	.41	"
Brakeman	3,000	14	9	3.0	"
Bricklayer	12,000	20	26	2.16	"
Brickmaker	4,500	..	6	1.33	"
Breweryman	3,000	9	4	1.33	"
Broker	6,000	13	6	1.0	"
Broommaker	3,600	3	2	.55	"
Butcher	16,000	24	32	2.0	"
Buyer	5,200	1	5	.96	"
Bellhop	2,200	..	1	.45	"
Boilermaker	5,500	2	5	.9	"
Cab Driver	1,800	6	1	.55	"
Cabinetmaker	6,600	9	14	2.12	"
Candymaker	12,000	2	4	.33	"
Car Cleaner	2,100	3	..	1.43	"
Car Inspector	1,400	6	..	4.28	"
Car Repairer	16,000	8	16	1.0	"
Carpenter	24,000	88	89	3.7	"
Chauffeur	4,600	13	11	2.6	"
Chemist	1,100	1	1	.9	"
Cigarmaker	12,000	10	12	1.0	"
City Fireman	1,852	6	2	1.11	"
Civil Engineer	800	1	1	1.25	"
Clerk	96,000	145	133	1.37	"
Coal Dealer	3,400	3	4	1.17	"
Collector	5,200	6	8	1.53	"
Conductor	14,000	19	15	1.07	"
Contractor	2,800	5	10	3.57	"
Cook	18,000	35	37	2.05	"
Cooper	9,000	8	5	.55	"

		1912	1913		1913
Cornicemaker	2,100	..	1	.47	per M
Custodian	820	..	1	1.25	"
Craneman	570	..	2	3.62	"
Dentist	3,200	2	1	.31	"
Designer	1,400	2	2	1.42	"
Detective	1,250	..	3	2.5	"
Domestic	36,000	80	59	1.64	"
Draftsman	2,200	3	4	1.82	"
Dressmaker	18,000	13	11	.61	"
Druggist	16,000	2	3	.18	"
Dyer	940	5	2	2.22	"
Decorator	2,800	..	4	1.43	"
Dredger	600	..	1	1.66	"
Electrician	8,000	15	17	2.12	"
Elevator Conductor	5,900	11	18	3.05	"
Engineer	16,000	33	36	2.25	"
Engraver	1,500	..	2	1.33	"
Factory Hand	22,000	28	36	1.63	"
Farmer	24,000	36	35	1.46	"
Fireman	12,000	16	26	2.17	"
Fisherman	2,200	2	3	1.36	"
Flagman	2,100	7	5	2.38	"
Florist	1,600	3	1	.63	"
Foreman	3,200	15	19	5.94	"
Finisher	2,600	..	1	.38	"
Gardener	8,000	4	5	.63	"
Gasfitter	2,100	2	1	.48	"
Glassworker	2,100	4	3	1.43	"
Grocer	18,000	9	7	.39	"
Guard	1,800	1	2	1.11	"
Glovemaker	1,600	..	1	.62	"
Harnessmaker	1,900	1	3	1.53	"
Hatter	2,000	1	1	.5	"
Hodcarrier	4,200	8	5	1.19	"
Hostler	2,600	5	13	5.0	"
Housekeeper	36,000	90	70	1.95	"
Housewife	420,000	531	441	1.05	"
Hotel Man	3,200	..	1	.31	"
Inspector	2,600	11	6	2.4	"
Insurance Adjuster	420	5	1	2.5	"
Inventor	800	..	2	2.5	"
Ironworker	21,000	20	28	1.33	"
Janitor	14,000	38	40	2.85	"
Janitress	2,500	..	7	2.8	"
Jeweler	7,200	2	10	1.3	"
Junk Dealer	2,300	..	3	1.5	"
Laborer	180,000	800	834	4.63	"
Laundryman	12,000	4	4	.33	"
Laundress	8,200	11	14	1.8	"
Lawyer	7,800	6	6	.77	"
Lineman	3,600	3	11	3.05	"
Lithographer	1,250	2	..	1.6	"
Liveryman	1,600	1	3	1.87	"
Locksmith	850	1	1	1.25	"
Machinist	28,000	55	86	3.07	"
Mail Carrier	2,069	7	3	1.5	"
Manager	4,200	8	9	2.14	"
Manufacturer	4,200	14	11	2.62	"
Merchant	34,000	42	31	.91	"
Messenger	5,200	8	13	2.5	"
Midwife	1,250	1	1	.83	"
Milk Dealer	1,800	1	3	1.67	"
Miller	1,900	4	1	.53	"
Milliner	3,200	1	2	.62	"
Minister	1,700	2	1	.58	"
Molder	8,400	18	18	2.14	"
Motorman	9,600	9	16	1.66	"
Musician	3,000	13	8	2.66	"
Motorcyclist	1,400	1	1	.42	"
Miner	400	..	2	5.0	"
Newsboy	1,500	..	1	.66	"
Newspaperman	2,400	2	2	.83	"
Infants	65,000	..	473	7.27	"

		1912	1913	1913	
Nurse	4,200	15	4	.95	per M
Oiler	800	..	5	6.25	"
Operator	9,200	8	2	.22	"
Optician	2,000	..	4	2.0	"
Painter	15,000	63	66	4.4	"
Paperhanger	2,500	5	3	1.2	"
Patternmaker	800	..	3	3.75	"
Peddler	5,000	26	22	4.4	"
Photographer	3,200	..	5	1.56	"
Physician	8,000	4	12	1.5	"
Plasterer	2,600	5	8	3.07	"
Plumber	6,400	10	8	1.25	"
Police Officer	3,920	12	20	5.13	"
Porter	6,200	56	62	10.0	"
Promoter	1,200	1	3	2.5	"
Printer	15,000	12	29	1.93	"
Prostitute	950	3	1	1.05	"
Publisher	1,200	3	1	.83	"
Packer	9,000	4	9	1.0	"
Poster	2,000	1	..	.5	"
Polisher	2,100	..	5	2.38	"
Pilot	300	..	2	6.66	"
Ragpicker	800	..	1	1.25	"
R. R. Guard	430	4	1	2.5	"
Real Estate Dealer	4,200	17	15	3.57	"
Restaurant Keeper	5,500	4	9	2.57	"
Roofer	1,200	5	8	6.66	"
Rodman	800	1	..	1.25	"
Sailor	2,100	11	12	5.71	"
Saleslady	14,000	3	3	.21	"
Salesman	74,000	48	59	.79	"
Saloonkeeper	8,200	22	26	3.17	"
Schoolboy	160,000	109	106	.66	"
Schoolgirl	170,000	42	31	.18	"
School Teacher	8,100	5	10	1.23	"
Secretary	2,600	3	1	.38	"
Shoemaker	14,000	16	14	1.0	"
Shop Girl	14,000	6	..	.43	"
Shop Boy	11,000	..	5	.45	"
Signwriter	1,100	..	1	.9	"
Soldier	2,400	1	..	.41	"
Solicitor	6,500	4	6	.92	"
Stagehand	950	1	1	.95	"
Steamfitter	6,800	15	12	1.76	"
Stenographer	17,000	5	5	.29	"
Stonecutter	2,600	7	6	2.5	"
Student	16,000	3	5	.31	"
Superintendent	2,800	2	4	1.42	"
Switchman	4,200	43	67	15.93	"
Steeplejack	100	..	2	20.0	"
Tender	1,200	..	1	8.33	"
Tailor	23,000	45	46	2.0	"
Tailoress	12,000	5	8	.66	"
Tanner	9,500	8	2	.22	"
Teamster	19,500	141	156	8.0	"
Telegraph Operator	5,500	3	10	1.82	"
Ticket Broker	1,100	..	3	2.72	"
Tinsmith	2,100	9	3	1.42	"
Trackman	1,850	2	1	.55	"
Traveling Salesman	8,600	3	1	.12	"
Towerman	1,200	..	5	4.16	"
Trimmer	650	..	1	1.66	"
Undertaker	2,400	1	2	.83	"
Upholsterer	2,400	1	4	1.66	"
Valet	1,250	..	1	.83	"
Wagon Boy	600	..	1	1.66	"
Wagonmaker	6,300	2	1	.16	"
Waiter	8,000	23	24	3.0	"
Waitress	3,000	5	11	3.66	"
Watchman	4,200	48	52	12.35	"
Window Washer	900	1	6	6.66	"
Woodworker	2,700	14	4	1.48	"
Wrecker	1,450	..	1	.71	"
Yardmaster	410	1	3	7.5	"

"Stop. Look and Listen."

Department of Numerical Tables

▾▾

Classified in Order of Number and Percentage

The introduction of a general department of numerical tables into he report of Coroner's cases is for the especial purpose of showing at a glance the order and relationship which the number of sudden and violent deaths from every cause bear toward each other, for to profit by this report it is first essential that each item and division should be thought of in its true order and proportion.

The following arrangements showing the number of deaths in numerical order as to methods, as to ages at which deaths occur, as to the occupations, the causes of death, nationality, individual or social responsibility, etc., is for the purpose of showing at a glance to legislators, students, social workers, teachers, parents and pupils just what the order of hazard is from every point of view, which, together with the classification of cause, supplies the key for remedy and prevention.

In the following tables the claim for strict accuracy in each case cannot be made, this being impossible the first year. However, the figures as they are, serve to point out the general truths involved, and they form a basis upon which to build in the future, so that with improved facilities, more complete reports and a general outline established, our tables should become thoroughly dependable in from three to five years.

Table No. 51.

INQUESTS IN NUMERICAL ORDER BY MONTHS.

	1912		1913
1. July	393	1. July	412
2. January	387	2. December	410
3. May	370	3. June	393
4. September	359	4. March	380
5. October	352	5. May	368
6. June	350	6. September	366
7. March	347	7. February	350
8. December	342	8. April	350
9. November	337	9. August	348
10. February	335	10. October	347
11. August	330	11. January	321
12. April	324	12. November	329
Total	4,226	Total	4,385

A tabulated numerical record of the number of inquests per month for the past ten years does not seem to show that sudden and violent deaths are any more liable to occur one month than another, excepting the one general fact that Coroner's cases increase largely during extremely hot and extremely cold weather. A cold December will place that month ahead on the list, whereas a cold January or February will do the same for those months. On the other hand, a very warm July or August will place those months at the head of the list. From the above table it is seen that July was in the lead in both 1912 and 1913. January took second place in 1912 and December second place in 1913, and an inquiry into the weather conditions will show that these were the extreme months of the year, the

warm January of 1913 having dropped that month to the bottom of the column, showing most conclusively that it is not the arbitrary divisions of the months, but the character of the weather, the temperature, etc., that has to do with the monthly fluctuations of Coroner's cases.

Table No. 52.

INQUESTS IN NUMERICAL ORDER BY AGES.

	1912		1913
1.	30 to 40 years ... 838	1.	40 to 50 years ... 882
2.	20 to 30 years ... 747	2.	30 to 40 years ... 845
3.	40 to 50 years ... 744	3.	20 to 30 years ... 768
4.	50 to 60 years ... 661	4.	50 to 60 years ... 648
5.	Under 10 years ... 364	5.	Under 10 years ... 404
6.	60 to 70 years ... 360	6.	60 to 70 years ... 343
7.	10 to 20 years ... 257	7.	10 to 20 years ... 238
8.	70 to 80 years ... 123	8.	70 to 80 years ... 129
9.	Over 80 years ... 45	9.	Over 80 years ... 34
10.	Not ascertained ... 87	10.	Not ascertained ... 94
	Total ... 4,226		Total ... 4,385

The above tabulation in numerical order on the basis of age exhibits a degree of uniformity, the greatest loss of life being at the bread-winning ages between 20 and 50. In both 1912 and 1913, those under 10 years of age are fifth in the list, the remainder of the tables following the same same order for both years. While those in the decade between 40 and 50 occupy first place in 1913, they are third in 1912, and whereas the 30 to 40 group come second in 1913 they are first in 1912, and the records of former years seem to bear out the conclusion that the greatest losses from sudden and violent deaths, accidental and otherwise, occur in the most active period of life between 30 and 40, and the far greater proportion of men over women shown in the accompanying table is clearly the result of the greater risk to men on account of their out-of-door and industrial activity as compared with the in-door life of women. In both 1912 and 1913 the epoch from 50 to 60 years occupies fourth place, which is practically its uniform position in past years.

Table No. 53.

THE HAZARD OF OCCUPATION IN NUMERICAL ORDER FOR 1913 ONLY.

	Occupation	Census for Cook County	Inquests per Occupation	Inquests per 1,000 of Each Occupation
1.	Laborer	180,000	834	4.63 per M.
2.	Infants	65,000	473	7.27 "
3.	Housewife	420,000	441	1.05 "
4.	Teamster	19,500	156	8.0 "
5.	Clerk	96,000	133	1.37 "
6.	Schoolboy	160,000	106	.66 "
7.	Carpenter	24,000	89	3.7 "
8.	Machinist	28,000	86	3.07 "
9.	Housekeeper	36,000	70	1.95 "
10.	Switchman	4,200	67	15.93 "
11.	Painter	15,000	66	4.4 "
12.	Porter	6,200	62	10.0 "
13.	Domestic	36,000	59	1.64 "
14.	Salesman	74,000	59	.79 "
15.	Watchman	4,200	52	12.35 "
16.	Tailor	23,000	46	2.0 "
17.	Janitor	14,000	40	2.85 "
18.	Factory Hand	22,000	36	1.63 "

	Occupation	Census for Cook County	Inquests per Occupation	Inquests per 1,000 of Each Occupation.
19.	Engineer	16,000	36	2.25 per M.
20.	Farmer	24,000	35	1.46 "
21.	Butcher	16,000	32	2.0 "
22.	Blacksmith	6,500	31	4.71 "
23.	Merchant	34,000	31	.91 "
24.	Schoolgirl	170,000	31	.18 "
25.	Bartender	12,000	30	2.5 "
26.	Printer	15,000	29	1.93 "
27.	Agent	26,000	28	1.08 "
28.	Bricklayer	12,000	26	2.16 "
29.	Saloonkeeper	8,200	26	3.17 "
30.	Waiter	8,000	24	3.0 "
31.	Bookkeeper	25,000	23	.92 "
32.	Peddler	5,000	22	4.4 "
33.	Barber	9,600	20	2.07 "
34.	Police Officer	3,920	20	5.13 "
35.	Foreman	3,200	19	5.94 "
36.	Elevator Conductor	5,900	18	3.05 "
37.	Molder	8,400	18	2.14 "
38.	Electrician	8,000	17	2.12 "
39.	Car Repairer	16,000	16	1.0 "
40.	Motorman	9,600	16	1.66 "
41.	Conductor	14,000	15	1.07 "
42.	Real Estate Dealer	4,200	15	3.57 "
43.	Cabinetmaker	6,600	14	2.12 "
44.	Laundress	8,200	14	1.8 "
45.	Shoemaker	14,000	14	1.0 "
46.	Baker	13,000	13	1.0 "
47.	Hostler	2,600	13	5.0 "
48.	Messenger	5,200	13	2.5 "
49.	Actor	2,000	12	6.0 "
50.	Cigarmaker	12,000	12	1. "
51.	Physician	8,000	12	1.5 "
52.	Sailor	2,100	12	5.71 "
53.	Steamfitter	6,800	12	1.76 "
54.	Chauffeur	4,600	11	2.6 "
55.	Dressmaker	18,000	11	.61 "
56.	Lineman	3,600	11	3.05 "
57.	Manufacturer	4,200	11	2.62 "
58.	Waitress	3,000	11	3.66 "
59.	Contractor	2,800	10	3.57 "
60.	School Teacher	8,100	10	1.23 "
61.	Telegraph Operator	5,500	10	1.82 "
62.	Brakeman	3,000	9	3. "
63.	Manager	4,200	9	2.14 "
64.	Packer	9,000	9	1. "
65.	Restaurant Keeper	5,500	9	2.57 "
66.	Collector	5,200	8	1.53 "
67.	Musician	3,000	8	2.66 "
68.	Plasterer	2,600	8	3.07 "
69.	Plumber	6,400	8	1.25 "
70.	Roofer	1,200	8	6.66 "
71.	Tailoress	12,000	8	.66 "
72.	Grocer	18,000	7	.39 "
73.	Janitress	2,500	7	2.8 "
74.	Broker	6,000	6	1. "
75.	Inspector	2,600	6	2.4 "
76.	Lawyer	7,800	6	.77 "
77.	Solicitor	6,500	6	.92 "
78.	Stonecutter	2,600	6	2.5 "
79.	Window Washer	900	6	6.66 "
80.	Buyer	5,200	5	.96 "
81.	Boilermaker	5,500	5	.9 "
82.	Cooper	9,000	5	.55 "
83.	Flagman	2,100	5	2.38 "
84.	Gardener	8,000	5	.63 "
85.	Hodcarrier	4,200	5	1.19 "
86.	Oiler	800	5	6.25 "
87.	Photographer	3,200	5	1.56 "
88.	Polisher	2,100	5	2.38 "

Occupation		Census for Cook County	Inquests per Occupation	Inquests per 1,000 of each Occupation
89.	Shop Boy	11,000	5	.45 per M.
90.	Stenographer	17,000	5	.29 "
91.	Student	16,000	5	.31 "
92.	Towerman	1,200	5	4.16 "
93.	Breweryman	3,000	4	1.33 "
94.	Candymaker	12,000	4	.33 "
95.	Coal Dealer	3,400	4	1.17 "
96.	Draftsman	2,200	4	1.82 "
97.	Decorator	2,800	4	1.43 "
98.	Laundryman	12,000	4	.33 "
99.	Nurse	4,200	4	.95 "
100.	Optician	2,000	4	2. "
101.	Superintendent	2,800	4	1.42 "
102.	Upholsterer	2,400	4	1.66 "
103.	Woodworker	2,700	4	1.48 "
104.	Detective	1,250	3	2.5 "
105.	Druggist	16,000	3	.18 "
106.	Fisherman	2,200	3	1.36 "
107.	Glassworker	2,100	3	1.43 "
108.	Harnessmaker	1,900	3	1.58 "
109.	Junk Dealer	2,300	3	1.5 "
110.	Liveryman	1,600	3	1.87 "
111.	Mail Carrier	2,069	3	1.5 "
112.	Milk Dealer	1,800	3	1.67 "
113.	Paperhanger	2,500	3	1.2 "
114.	Patternmaker	800	3	3.75 "
115.	Promoter	1,200	3	2.5 "
116.	Saleslady	14,000	3	.21 "
117.	Ticket Broker	1,100	3	2.72 "
118.	Tinsmith	2,100	3	1.42 "
119.	Yardmaster	410	3	7.5 "
120.	Actress	3,000	2	1.5 "
121.	Advertiser	4,200	2	.47 "
122.	Aviator	150	2	13.33 "
123.	Boxmaker	4,800	2	.41 "
124.	Broom Maker	3,600	2	.55 "
125.	City Fireman	1,852	2	1.11 "
126.	Craneman	570	2	3.62 "
127.	Designer	1,400	2	1.42 "
128.	Dyer	940	2	2.22 "
129.	Engraver	1,500	2	1.33 "
130.	Guard	1,800	2	1.11 "
131.	Inventor	800	2	2.5 "
132.	Milliner	3,200	2	.62 "
133.	Miner	400	2	5. "
134.	Newspaperman	2,400	2	.83 "
135.	Operator	9,200	2	.22 "
136.	Pilot	300	2	6.66 "
137.	Steeplejack	100	2	20. "
138.	Tanner	9,500	2	.22 "
139.	Undertaker	2,400	2	.83 "
140.	Architect	750	1	1.33 "
141.	Artist	1,400	1	.71 "
142.	Acrobat	180	1	5.55 "
143.	Bookbinder	10,000	1	.1 "
144.	Bootblack	2,500	1	.4 "
145.	Bellhop	2,200	1	.45 "
146.	Cab Driver	1,800	1	.55 "
147.	Chemist	1,100	1	.9 "
148.	Civil Engineer	800	1	1.25 "
149.	Cornicemaker	2,100	1	.47 "
150.	Custodian	820	1	1.25 "
151.	Dentist	3,200	1	.31 "
152.	Dredger	600	1	1.66 "
153.	Florist	1,600	1	.63 "
154.	Finisher	2,600	1	.38 "
155.	Gasfitter	2,100	1	.48 "
156.	Glovemaker	1,600	1	.62 "
157.	Hatter	2,000	1	.5 "
158.	Hotel Man	3,200	1	.21 "

	Occupation	Census for Cook County	Inquests per Occupation	Inquests per 1,000 of Each Occupation
159.	Insurance Adjuster	420	1	2.5 per M.
160.	Locksmith	850	1	1.25 "
161.	Midwife	1,250	1	.83 "
162.	Miller	1,900	1	.53 "
163.	Minister	1,700	1	.58 "
164.	Motorcyclist	2,400	1	.42 "
165.	Newsboy	1,500	1	.66 "
166.	Prostitute	950	1	1.05 "
167.	Publisher	1,200	1	.83 "
168.	Ragpicker	800	1	1.25 "
169.	R. R. Guard	430	1	2.5 "
170.	Secretary	2,600	1	.38 "
171.	Signwriter	1,100	1	.9 "
172.	Stagehand	950	1	.95 "
173.	Tender	1,200	1	8.33 "
174.	Trackman	1,850	1	.55 "
175.	Traveling Salesman	8,600	1	.12 "
176.	Trimmer	650	1	1.66 "
177.	Valet	1,250	1	.83 "
178.	Wagon Boy	600	1	1.66 "
179.	Wagonmaker	6,300	1	.16 "
180.	Wrecker	1,450	1	.71 "

THE HAZARD OF OCCUPATIONS.

The above table shows at a glance the number of Coroner's cases in numerical order for 1913 only, and it is worthy of note that the three occupying first place, 834 laborers, 473 infants and 441 housewives, are the three most helpless divisions, the ones that are the least responsible for their surrounding conditions of any of the 180 in the entire list. But a glance at this table indicates to what extent social responsibility has become an enormous factor in city life, and that not only economic conditions must be remedied for the protection of laborers, infants and housewives, but it is seen that it is largely through education in schools, homes and the press that this great loss of life must be stemmed.

The occupation of teamster in fourth place, that of machinist eighth and switchman tenth in the list point to these as extra hazardous occupations in relation to which employers should be stimulated to safeguard the employes to the highest degree. The fact that school boys are sixth in the list should arouse our entire educational system to co-operate with the Public Safety Commission; and while many may be surprised that clerks occupy fifth place in the list of Coroner's cases, a careful study into the causes whereby clerks become despondent, stupefied and unfit mentally and physically to protect themselves against the forms of violence which land them finally in the Coroner's hands, is a study worthy of the closest attention of publicists and students of social psychology.

The fact that there were 70 housekeepers, 46 tailors, 35 farmers and 31 school girls in the list of Coroner's cases for 1913 does not necessarily show that these occupations are very much more hazardous than those of acrobat, bootblack, cab driver, newsboy and traveling salesman, these being represented by merely one each in the year's record. Our percentage table No. 54 gives the exact relative standing of these in accordance with the population of each occupation.

Table No. 54.

THE PERCENTAGE HAZARD OF OCCUPATIONS.

Inquests per 1,000 in numerical order, based upon the census of each occupation, for 1913 only.

	Occupation	Census for Cook County	Inquests per Occupation	Inquest per 1,000 of each Occupation	
1.	Steeplejack	100	2	20.0	per M.
2.	Switchmen	4,200	67	15.73	"
3.	Aviator	150	2	13.33	"
4.	Watchmen	4,200	52	12.35	"
5.	Porter	6,200	62	10.0	"
6.	Tender	1,200	1	8.33	"
7.	Teamster	19,500	156	8.0	"
8.	Yardmaster	410	3	7.5	"
9.	Infants	65,000	473	7.27	"
10.	Pilot	300	2	6.66	"
11.	Roofer	1,200	8	6.66	"
12.	Window Washer	900	6	6.66	"
13.	Oiler	800	5	6.25	"
14.	Actor	2,000	12	6.0	"
15.	Foreman	3,200	19	5.94	"
16.	Sailor	2,100	12	5.71	"
17.	Acrobat	180	1	5.55	"
18.	Police Officer	3,920	20	5.13	"
19.	Hostler	2,600	13	5.0	"
20.	Miner	400	2	5.0	"
21.	Blacksmith	6,500	31	4.71	"
22.	Laborer	180,000	834	4.63	"
23.	Car Inspector	1,400	6	4.28	"
24.	Towerman	1,200	5	4.16	"
25.	Painter	15,000	66	4.4	"
26.	Peddler	5,000	22	4.4	"
27.	Patternmaker	800	3	3.75	"
28.	Waitress	3,000	11	3.66	"
29.	Cranemen	570	2	3.62	"
30.	Contractor	2,800	10	3.57	"
31.	Real Estate Dealer	4,200	15	3.57	"
32.	Saloonkeeper	8,200	26	3.17	"
33.	Carpenter	24,000	89	3.7	"
34.	Machinist	28,000	86	3.07	"
35.	Plasterer	2,600	8	3.07	"
36.	Elevator Conductor	5,900	18	3.05	"
37.	Lineman	3,600	11	3.05	"
38.	Brakeman	3,000	9	3.0	"
39.	Waiter	8,000	24	3.0	"
40.	Janitor	14,000	40	2.85	"
41.	Janitress	2,500	7	2.8	"
42.	Ticket Broker	1,100	3	2.72	"
43.	Musician	3,000	8	2.66	"
44.	Manufacturer	4,200	11	2.62	"
45.	Chauffeur	4,600	11	2.6	"
46.	Restaurant Keeper	5,500	9	2.57	"
47.	Bartender	12,000	30	2.5	"
48.	R. R. Guard	430	1	2.5	"
49.	Detective	1,250	3	2.5	"
50.	Stonecutter	2,600	6	2.5	"
51.	Insurance Adjuster	420	1	2.5	"
52.	Inventor	800	2	2.5	"
53.	Messenger	5,200	13	2.5	"
54.	Promoter	1,200	3	2.5	"
55.	Inspector	2,600	6	2.4	"
56.	Flagman	2,100	5	2.38	"
57.	Polisher	2,100	5	2.38	"
58.	Engineer	16,000	36	2.25	"
59.	Dyer	940	2	2.22	"
60.	Fireman	12,000	26	2.17	"
61.	Bricklayer	12,000	26	2.16	"
62.	Molder	8,400	18	2.14	"
63.	Manager	4,200	9	2.14	"
64.	Electrician	8,000	17	2.12	"

	Occupation	Census for Cook County	Inquests per Occupation	Inquests per 1,000 of each Occupation
65.	Cabinetmaker	6,600	14	2.12 per M
66.	Barber	9,600	20	2.07 "
67.	Cook	18,000	37	2.05 "
68.	Butcher	16,000	32	2.0 "
69.	Tailor	23,000	46	2. "
70.	Optician	2,000	4	2. "
71.	Housekeeper	36,000	70	1.95 "
72.	Printer	15,000	29	1.93 "
73.	Liveryman	1,600	3	1.87 "
74.	Draftsman	2,200	4	1.82 "
75.	Telegraph Operator	5,500	10	1.82 "
76.	Laundress	8,200	14	1.8 "
77.	Steamfitter	6,800	12	1.76 "
78.	Milk Dealer	1,800	3	1.67 "
79.	Dredger	600	1	1.66 "
80.	Motorman	9,600	16	1.66 "
81.	Trimmer	600	1	1.66 "
82.	Wagon Boy	600	1	1.66 "
83.	Upholsterer	2,400	4	1.66 "
84.	Domestic	36,000	59	1.64 "
85.	Factory Hand	22,000	36	1.63 "
86.	Lithographer	1,250	2	1.6 "
87.	Harnessmaker	1,900	3	1.58 "
88.	Photographer	3,200	5	1.56 "
89.	Collector	5,200	8	1.53 "
90.	Physician	8,000	12	1.5 "
91.	Actress	3,000	2	1.5 "
92.	Junk Dealer	2,300	3	1.5 "
93.	Mail Carrier	2,069	3	1.5 "
94.	Woodworker	2,700	4	1.48 "
95.	Farmer	24,000	35	1.46 "
96.	Car Cleaner	2,100	3	1.43 "
97.	Glassworker	2,100	3	1.43 "
98.	Decorator	2,800	4	1.43 "
99.	Designer	1,400	2	1.42 "
100.	Superintendent	2,800	4	1.42 "
101.	Tinsmith	2,100	3	1.42 "
102.	Clerk	96,000	133	1.37 "
103.	Fisherman	2,200	3	1.36 "
104.	Brickmaker	4,500	6	1.33 "
105.	Ironworker	21,000	28	1.33 "
106.	Architect	750	1	1.33 "
107.	Breweryman	3,000	4	1.33 "
108.	Engraver	1,500	2	1.33 "
109.	Jeweler	7,200	10	1.3 "
110.	Custodian	820	1	1.25 "
111.	Civil Engineer	800	1	1.25 "
112.	Locksmith	850	1	1.25 "
113.	Plumber	6,400	8	1.25 "
114.	Ragpicker	800	1	1.25 "
115.	Rodman	800	1	1.25 "
116.	School Teacher	8,100	10	1.23 "
117.	Paperhanger	2,500	3	1.2 "
118.	Hodcarrier	4,200	5	1.19 "
119.	Coal Dealer	3,400	4	1.17 "
120.	City Fireman	1,852	2	1.11 "
121.	Guard	1,800	2	1.11 "
122.	Agent	26,000	28	1.08 "
123.	Conductor	14,000	15	1.07 "
124.	Housewife	420,000	441	1.05 "
125.	Prostitute	950	1	1.05 "
126.	Car Repairer	16,000	16	1. "
127.	Baker	13,000	13	1. "
128.	Broker	6,000	6	1. "
129.	Cigarmaker	12,000	12	1. "
130.	Packer	9,000	9	1. "
131.	Shoemaker	14,000	14	1. "
132.	Buyer	5,200	5	.96 "
133.	Stagehand	950	1	.95 "
134.	Nurse	4,200	4	.95 "

	Occupation	Census for Cook County	Inquests per Occupation	Inquests per 1,000 of each Occupation	
135.	Solicitor	6,500	6	.92	per M
136.	Bookkeeper	25,000	23	.92	"
137.	Merchant	34,000	31	.91	"
138.	Boilermaker	5,500	5	.9	"
139.	Chemist	1,100	1	.9	"
140.	Signwriter	1,100	1	.9	"
141.	Midwife	1,250	1	.83	"
142.	Baseball Player	1,200	1	.83	"
143.	Publisher	1,200	1	.83	"
144.	Undertaker	2,400	2	.83	"
145.	Valet	1,250	1	.83	"
146.	Salesman	74,000	59	.79	"
147.	Lawyer	7,800	6	.77	"
148.	Wrecker	1,450	1	.71	"
149.	Artist	1,400	1	.71	"
150.	Schoolboy	160,000	106	.66	"
151.	Tailoress	12,000	8	.66	"
152.	Florist	1,600	1	.63	"
153.	Gardener	8,000	5	.63	"
154.	Glovemaker	1,600	1	.62	"
155.	Milliner	3,200	2	.62	"
156.	Dressmaker	18,000	11	.61	"
157.	Minister	1,700	1	.58	"
158.	Trackman	1,850	1	.55	"
159.	Cab Driver	1,800	1	.55	"
160.	Broom Maker	3,600	2	.55	"
161.	Cooper	9,000	5	.55	"
162.	Miller	1,900	1	.53	"
163.	Hatter	2,000	1	.5	"
164.	Poster	2,000	1	.5	"
165.	Gasfitter	2,100	1	.48	"
166.	Cornicemaker	2,100	1	.47	"
167.	Advertiser	4,200	2	.47	"
168.	Bellhop	2,200	1	.45	"
169.	Shop Boy	11,000	5	.45	"
170.	Shop Girl	14,000	6	.43	"
171.	Motorcyclist	2,400	1	.42	"
172.	Boxmaker	4,800	2	.41	"
173.	Soldier	2,400	1	.41	"
174.	Bootblack	2,500	1	.4	"
175.	Grocer	18,000	7	.39	"
176.	Finisher	2,600	1	.38	"
177.	Candymaker	12,000	4	.33	"
178.	Laundryman	12,000	4	.33	"
179.	Dentist	3,200	1	.31	"
180.	Hotel Man	3,200	1	.31	"
181.	Student	16,000	5	.31	"
182.	Stenographer	17,000	5	.29	"
183.	Operator	9,200	2	.22	"
184.	Tanner	9,500	2	.22	"
185.	Saleslady	14,000	3	.21	"
186.	Schoolgirl	170,000	31	.18	"
187.	Druggist	16,000	3	.18	"
188.	Wagonmaker	6,300	1	.16	"
189.	Traveling Salesman	8,000	1	.12	"
190.	Bookbinder	10,000	1	.1	"

THE PERCENTAGE HAZARD OF OCCUPATIONS.

The census of may of the 190 occupations listed in this table is not from actual count, though most of them were checked against two to four sources of information. Those that have been estimated are as nearly correct as the most exhaustive inquiry can make them, though it is fully realized that it will take careful annual revision for the next four or five years to bring these figures to a completely dependable basis. While it is quite beyond the power of statisticians to compile strictly accurate

occupation tables at this time, the general information presented here is not only fairly accurate but will be serviceable to publicists, humanitarians and civil workers as a basis of information upon which to build in the future.

Facts and figures have a great leveling effect, especially on minds accustomed to rely upon imagination and guesswork in lieu of data. Frequently guesswork is more pleasing, as it is more likely to conform to preconceived ideas and theories, hence this table will furnish surprises for some and disappointments to others.

The fact that in their order as hazardous professions those of actor, musician and clerk are 14, 43 and 102 respectively, and that peddlers, detectives, ball players and cab drivers have numbers 26, 49, 142 and 159, is not without adequate cause. Actors live and work under great strain, travel much and have irregular habits. Musicians are so centered on their art that they become bad calculators and are frequently thoughtless in taking care of themselves, whereas the confinement to which clerks are accustomed not only induces hypochondria, but renders them physically inefficient in avoiding the accidents of homes, streets and shops.

On the other hand, the life of the peddler is one of peculiar hazard, both internal and external, the profession of detective, while in itself danger ous, usually gives the advantage of choice as to time, place and circumstances to the operator; outside its sporting environment, baseball is an excellent exercise and keeps the body alert to avoid dangers; cab drivers have decreased so greatly during the last three years in both number and percentage, owing to the increased use of taxicabs and automobiles, that the 1913 record is hardly sufficient upon which to base a conclusion.

There is no doubt as to the dangers of the professions of steeplejack and aviator, which occupy first and third places, and the continued high record of casualties year after year among switchmen, watchmen, porters, teamsters, etc., will keep them permanently close to the top of the table of hazardous occupations.

Table No. 55.

CAUSES OF DEATHS.

(Numerical Order.)

	1912		1913	
1. Forms of Disease		1,288		1,180
2. Suicide		554		572
3. Falls		263		366
Down stairs	92		91	
On street	50		58	
Out of window	43		56	
Off own wagon	40		36	
Off ladder	37		28	
Off scaffold	30		26	
On floor	24		25	
Elevator shaft	23		12	
From building	6		12	
From horse	6		6	
Out of chair	4		5	
From roof	3		2	
Telephone pole	1		2	
From bridge	1		2	
Into hold of boat	1		1	
On skates	2		1	
			1	
4. Railroad		326	1	
5. Homicide		237		360
6. Street car		209		243
7. Burns and scalds		199		
Miscellaneous	187		232	
By hot water	11		7	
By metal	1		4	

		1912
8. Asphyxiation		171
Accidental	110	
Undetermined	61	
9. Drowning		154
Undetermined	80	
Accidental	74	
10. Automobile		98
11. Abortion		74
Self-induced	24	
Undetermined	22	
Criminal	13	
Accidental	9	
Spontaneous	6	
12. Alcoholism		60
13. Septicaemia		54
14. Poisoning		52
Accidental	35	
Undetermined	15	
Ptomaine	2	
15. Falling objects		49
16. Wagon		42
17. Tetanus		33
Miscellaneous	31	
Revolver	1	
Toy pistol	1	
18. Undetermined violence		29
19. Suffocation		27
By gases	11	
By water heater	10	
Children	6	
20. Exposure and neglect		24
21. Shooting		22
Accidental	18	
Undetermined	4	
22. Elevator		21
23. Caught in machinery		18
24. Elevated railway		17
25. Explosion		17
26. Under anesthetic		16
27. Electrocution		16
Miscellaneous	14	
Light wires	2	
28. Heat prostration		10
29. Motorcycle		8
30. Hydrophobia		7
31. Kicked by horse		7
32. Choking		7
Accidental	6	
Undetermined	1	
33. Exposure		4
34. Smothered		4
In bin	2	
In smokestack	1	
In glucose car	1	
35. Aviation		3
36. Baseball		2
37. Cutting, accidental		2
38. Amusement park device		1
39. Struck by lightning		1
Total		4,226

		1913
6. Homicide		233
7. Asphyxiation		212
Accidental	148	
Undetermined	64	
8. Street car		165
9. Drowning		147
Accidental	84	
Undetermined	63	
10. Automobile		136
11. Abortion		100
Undetermined	42	
Self-induced	33	
Criminal	12	
Accidental	8	
Spontaneous	5	
12. Alcoholism		97
13. Poisoning		64
Accidental	35	
Undetermined	26	
Ptomaine	3	
14. Falling objects		54
15. Heat prostration		51
16. Tetanus		47
17. Undetermined violence		46
18. Septicaemia		41
19. Wagon		37
20. Electrocution		32
Miscellaneous	19	
Light wires	12	
Trolley wire	1	
21. Elevator		28
22. Caught in machinery		28
23. Shooting		24
Accidental	15	
Undetermined	9	
24. Elevated railway		18
25. Under anesthetic		18
26. Explosion		16
27. Motorcycle		14
28. Exposure and neglect		13
29. Kicked by horse		7
30. Choking		7
Accidental	6	
Undetermined	1	
31. Exposure		6
32. Suffocated		5
Children	4	
Water heater	1	
33. Aviation		3
34. Diving onto rock or bottom		3
35. Hydrophobia		2
36. Struck by lightning		2
37. Building collapse		2
38. Crushed		2
In earth	1	
Under wheels	1	
39. Bicycle		1
40. Cutting, accidental		1
41. Hanging, accidental		1
42. Starvation		1
Total		4,385

A volume could be written in explanation of the above table of causes. It may be interesting to point out that the term "natural causes," formerly employed, has been changed to the term "forms of disease," for as a matter of fact, "old age" is the only **natural cause** of death. In this Biennial

Report it has been impossible to make a complete classification of the forms of disease, such as will be done in the Annual Report for 1914, for it is found to be just as needful to classify diseases according to cause when possible as to classify the different kinds of falls, railroad accidents, automobile accidents, etc.; this in order that the entire report of cases may stand as a record of human experience not only as to how to avoid premature death from falls, industrial accidents, etc., but how to avoid contracting the forms of disease that heretofore have been listed as "natural causes," and thereby failing to open the door to the remedy involved.

In this table it is seen that suicides increased from 523 in 1911 to 554 in 1912 and 572 in 1913, a remarkably rapid increase, far in excess of the increase in population; and it being a special doctrine of sociologists that the number of suicides in any community is a reliable gauge by which to measure the community's efficiency in the line of social justice, this increase should become the subject of thoughtful inquiry on the part of educators, moralists and social workers.

The tabulated list of deaths by falls, amounting to 363 in 1912 and 366 in 1913, shows remarkable uniformity, the number falling down stairs, on street, out of windows, off wagons, etc., occupying the same position in the list for the two years, indicating clearly that there is an inscrutable law that determines the proportion who under given conditions of civilization will meet death and accidents in certain fixed ratios and proportions—a subject that will be considered more fully elsewhere.

The proportion of 237 homicides in 1912 as against 233 in 1913 is so close as to be almost weird in its uniformity, when one considers all the varied economic, social and educational factors that are a part of the motive of each one of these murders. And again, the constant relationship year after year that is seen between those who destroy the lives of others and those who take their own lives is a subject of unparalleled human interest to those who are equipped to make a sufficiently detailed inquiry into the matter.

The increase of automobile accidents from 98 in 1912 to 136 in 1913 and a decrease in horse vehicle accidents from 42 in 1912 to 37 in 1913 marks the increase of the number of power vehicles coming into use and the decrease of horse drawn vehicles with a considerable degree of accuracy.

The one great lesson to be drawn from this table of causes is the evident lack of preparedness on the part of a large proportion of the people in our community, in the way of care and foresight necessary to live safely in this age of machinery and countless dangers. The character of the accidents here listed indicates a general lack of mental and physical efficiency, and perhaps the remedy lies in the adoption of educational methods in schools and homes that will bring efficiency up to the highest point.

NATIVITY TABLES.

The following numerical table, arranged according to nativity, is so self-evident as showing the comparative relationship of fatalities among those of different nationalities that but slight additional comment is necessary. In both 1912 and 1913 it is a close competition between the Austrians and the Irish for third place, the latter winning in 1912, the former in 1913, and the same condition prevails as between the Italians and Swedes for sixth place, the latter winning in 1913, the former in 1912.

In a general sense, the regularity with which each nationality has furnished its quota of fatalities durning the last ten years again indicates the startling correspondence which has been previously referred to as the

"Law of Momentum" and which is illustrated by nearly all of these numerical lists of accidents. The present-day civilization in our cities, with its dangers and its consequent need of thoughtfulness and foresight, responds year after year in perfect proportion with the population of each nationality.

Table No. 56.

NATIVITY—NUMERICAL ORDER.

	1912		1913
1. Americans	2,088	1. Americans	2,003
2. Germans	487	2. Germans	522
3. Irish	263	3. Austrians	243
4. Austrians	213	4. Irish	242
5. Swedes	141	5. Russians	175
6. Italians	112	6. Swedes	153
7. Bohemians	90	7. Italians	130
8. Polish	85	8. Polish	102
9. Norwegians	80	9. Bohemians	91
10. Canadians	68	10. English	86
11. Russians	68	11. Hungarians	74
12. English	66	12. Canadians	71
13. Hungarians	51	13. Norwegians	58
14. Danes	48	14. Africans	53
15. Scotch	39	15. Danes	26
16. Hollanders	21	16. Greeks	25
17. Greeks	14	17. Scotch	23
18. Belgians	11	18. Hollanders	14
19. Swiss	11	19. Chinese	9
20. French	9	20. French	7
21. Roumanians	8	21. Belgians	5
22. Bulgarians	7	22. Finns	5
23. Chinese	5	23. Roumanians	5
24. Finns	5	24. Swiss	5
25. Turks	5	25. Bulgarians	4
26. Mexicans	4	26. Turks	4
27. Africans	1	27. Welsh	3
28. Welsh	1	28. Japanese	2
29. Not ascertained	225	29. Mexicans	2
		30. Spaniards	2
Total	4,226	31. Palestines	1
		32. Not ascertained	236
		Total	4,385

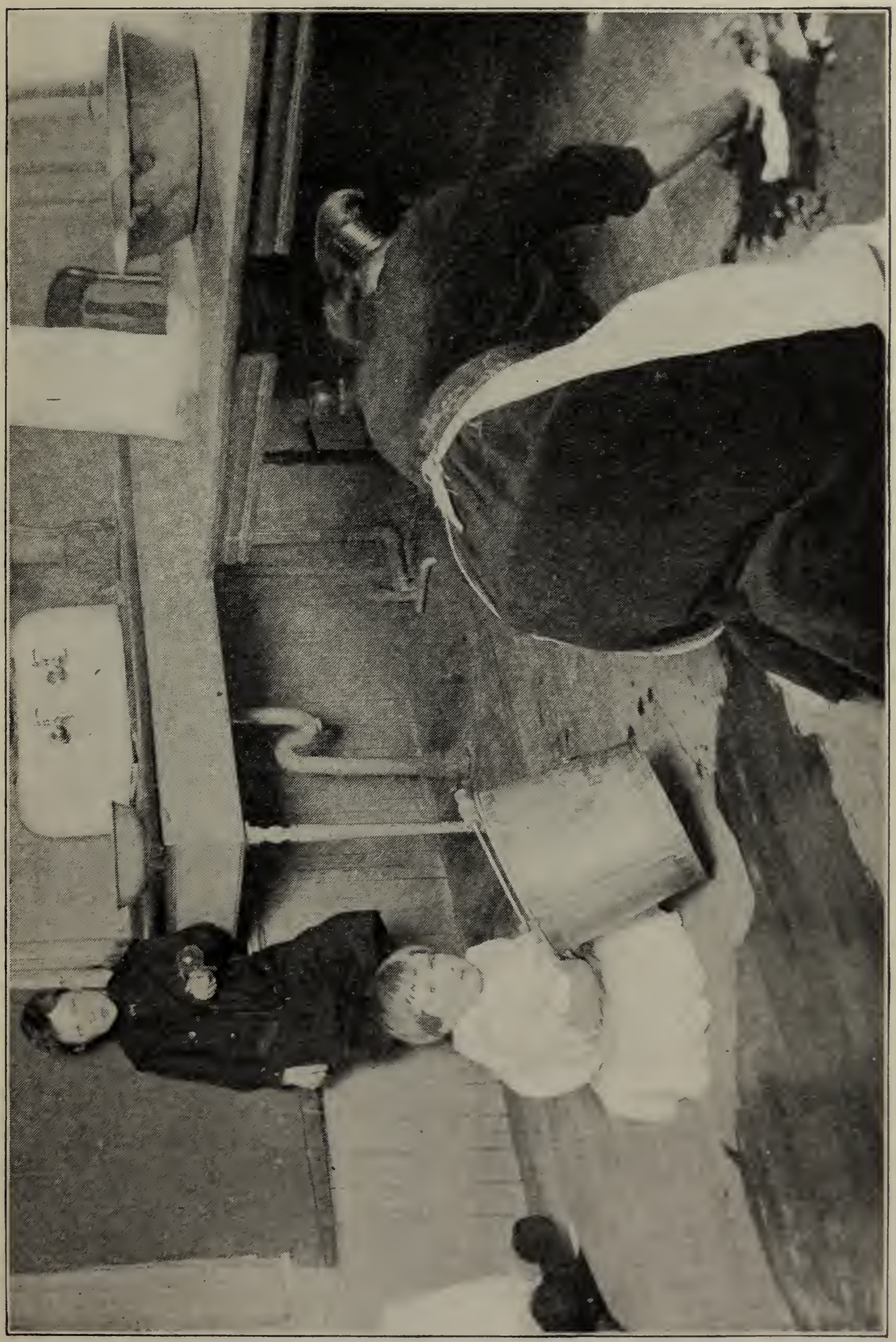
SOCIAL AND INDIVIDUAL RESPONSIBILITY FOR ACCIDENTS.

The following table of deaths for 1912 and 1913 has been carefully arranged in order to show which occupations are dangerous in themselves and in which the personal responsibility of the one injured is at fault. It is not to be supposed that this table is strictly accurate, but it is a fairly close estimate on which to erect more accurate and satisfactory calculation in the future. It is also believed that the earnest effort to estimate the causes of the fatalities shown will not fail to be appreciated.

Table No. 57.

OCCUPATIONS.

Social Responsibility.	1912	1913	Individual Responsibility.	1912	1913
Actor	5	12	Acrobat	..	1
Actress	6	2	Advertiser	1	2
Baker	14	13	Agent	24	28
Blacksmith	23	31	Architect	1	1
Bookbinder	5	1	Artist	3	1
Boxmaker	3	2	Auctioneer	3	..
Brakeman	14	9	Aviator	3	2
Bricklayer	20	26	Banker	..	2
Brickmaker	..	6	Barber	27	20



More than 150 Victims a Year from Scalds.

Social Responsibility	1912	1913
Breweryman	9	4
Broom Maker	3	2
Butcher	24	32
Boilermaker	2	5
Cab Driver	6	1
Cabinet Maker	9	14
Candymaker	2	4
Car Cleaner	3	..
Car Inspector	6	..
Car Repairer	8	16
Carpenter	88	89
Chauffeur	13	11
Cigarmaker	10	12
City Fireman	6	2
Clerk	145	133
Conductor	19	15
Cook	35	37
Cooper	8	5
Cornicemaker	1	1
Craneman	..	2
Decorator	..	4
Detective	..	3
Domestic	80	59
Dredger	..	1
Dyer	5	2
Electrician	15	17
Elevated Conductor	11	18
Engineer	33	36
Factory Hand	28	36
Fireman	16	26
Fisherman	2	3
Flagman	7	5
Foreman	15	19
Finisher	..	1
Glassworker	4	3
Guard	1	2
Hod Carrier	8	5
Ironworker	20	28
Janitor	38	40
Laborer	803	834
No Occupation	430	488
Undetermined	221	207
Janitress	..	7
Laundryman	4	4
Laundress	11	14
Lineman	3	11
Machinist	55	86
Manufacturer	14	11
Molder	18	18
Motorman	9	16
Miner	..	2
Oiler	..	5
Operator	8	2
Painter	63	66
Paperhanger	5	3
Packer	4	9
Pilot	..	2
Plasterer	5	8
Plumber	10	8
Police Officer	12	20
Prostitute	3	1
R. R. Guard	4	1
Roofer	5	8
Sailor	11	12
Saleslady	3	3
Salesman	48	59
School Boy	109	106
School Girl	42	31
School Teacher	5	10
Shoemaker	16	14
Shopgirl	6	..

Individual Responsibility	1912	1913
Bartender	29	30
Baseball Player	1	..
Bookkeeper	26	23
Bootblack	..	1
Broker	13	6
Buyer	1	5
Bellhop	..	1
Chemist	1	1
Chiropodist	..	1
Civil Engineer	1	1
Coal Dealer	3	4
Collector	6	8
Contractor	5	10
Custodian	..	1
Dentist	2	1
Designer	2	2
Draftsman	3	4
Dressmaker	13	11
Druggist	2	3
Engraver	..	2
Farmer	36	35
Florist	3	1
Gardener	4	5
Gasfitter	2	1
Grocer	9	7
Glovemaker	..	1
Harnessmaker	1	3
Hatter	1	1
Hostler	5	13
Housekeeper	90	70
Housewife	531	441
Hotel Man	..	1
Inspector	11	6
Insurance Adjuster	5	1
Inventor	..	2
Jeweler	2	10
Junk Dealer	..	3
Lace Cleaner	1	1
Lawyer	6	6
Lithographer	2	..
Liveryman	1	3
Locksmith	1	1
Mailcarrier	7	3
Manager	9	9
Merchant	42	31
Messenger	8	13
Midwife	1	1
Milkdealer	1	3
Miller	4	1
Milliner	1	2
Minister	2	1
Musician	13	8
Motorcyclist	1	1
Newsboy	..	1
Newspaper Man	2	2
Nurse	15	4
Optician	..	4
Patternmaker	..	3
Peddler	26	22
Photographer	..	5
Physician	4	12
Porter	56	62
Promoter	1	3
Printer	12	29
Publisher	3	1
Poster	1	..
Polisher	..	5
Ragpicker	..	1
Real Estate Dealer	17	15
Restaurant Keeper	4	9
Rodman	1	..

Social Responsibility	1912	1913
Shopboy	..	5
Signwriter	..	1
Steamfitter	15	12
Steeplejack	..	2
Switchman	43	67
Tailor	45	46
Tailoress	5	8
Tanner	8	2
Teamster	141	156
Telegraph Operator	3	10
Tinsmith	9	3
Trackman	2	1
Trimmer	..	1
Tender	..	1
Towerman	..	5
Wagon Boy	..	1
Wagonmaker	2	1
Window Washer	1	6
Watchman	48	52
Wrecker	..	1
Waiter	23	24
Waitress	5	11
Woodworker	14	4
Wrapper	..	1
Yardmaster	1	3

Individual Responsibility	1912	1913
Retired	2	..
Saloonkeeper	22	26
Secretary	3	1
Soldier	1	..
Solicitor	4	6
Speculator	1	..
Stagehand	1	1
Stenographer	5	5
Stonecutter	7	6
Student	3	5
Superintendent	2	4
Surveyor	1	..
Ticket Broker	..	3
Traveling Salesman	3	1
Undertaker	1	2
Upholsterer	1	4
Valet	..	1

SUICIDES IN ORDER OF MONTHS.

The following numerical table of suicides by months, while showing April in third place in both years and February in sixth place, fails to indicate that the time of year or the temperature have anything to do with the increase or decrease of suicides, July occupying first place in 1912 and December in 1913. The increase in suicides which astrologers are ac customed to attribute to certain signs in the heavens are shown by this comparative table to be directly connected with seasonal variations, conditions of heat and cold, possibly also of moisture.

When considering all the social, educational and economic forces which combined are the cause of suicide, the uniformity with which these catastrophes occurred in 1912 and 1913 is surely startling and indicates how perfectly the law of cause and effect, acting through our present-day civilization, turns our its grist year after year of those upon whom the conditions of life press too heavily to be endured.

Table No. 58.

SUICIDES IN ORDER OF MONTHS.

	1912		1913
1. July	57	1. December	59
2. March	56	2. October	56
3. April	54	3. April	56
4. May	51	4. June	54
5. September	51	5. August	51
6. February	50	6. February	47
7. June	46	7. January	45
8. August	43	8. March	43
9. November	43	9. May	42
10. January	40	10. September	42
11. October	37	11. July	41
12. December	26	12. November	36
Total	554	Total	572

SUICIDES IN THE ORDER OF AGE.

There are 134 suicides between the ages of 20 and 30 in first place in 1913, with 129 in second place between the same ages in 1912; with the exception of this change of position, the remainder of the table is practically uniform for the two years, and when this uniformity of age is contrasted with uniformity as to cause, nativity, month, etc., it forces the conclusion that human affairs, like the affairs of all life and nature, participate in the great law of momentum seen throughout nature in the change of seasons, the rotation of the earth on its axis and the budding of animal and vegetable life, season after season.

It is seen that 7.19 per cent of suicides were under 20 years of age; 23.35 per cent between 20 and 30; 22.55 per cent between 30 and 40; 18.82 per cent between 40 and 50; 47.7 were over 40 years of age.

Table No. 59.

SUICIDES IN ORDER OF AGE.

	1912		1913
1. 30 to 40 years	134	1. 20 to 30 years	134
2. 20 to 30 years	129	2. 30 to 40 years	120
3. 40 to 50 years	95	3. 40 to 50 years	117
4. 50 to 60 years	87	4. 50 to 60 years	107
5. 10 to 20 years	47	5. 60 to 70 years	47
6. 60 to 70 years	40	6. 10 to 20 years	24
7. 70 to 80 years	12	7. 70 to 80 years	11
8. Over 80 years	4	8. Over 80 years	6
9. Under 10 years	1	9. Under 10 years	0
10. Not ascertained	5	10. Not ascertained	6
Total	554	Total	572

SUICIDES IN THE ORDER OF NATIVITY.

It is quite usual among people discussing suicides and the nationalities given to self-destruction, to imply that those of certain races are more addicted than others to this division of crime, basing their conclusions upon guesswork instead of statistics. A study of the following comparative tables for 1912 and 1913 shows an almost perfect uniformity for the different years, and a comparison with the population of each nationality in Cook County will show that almost the same average percentage of each race commits suicide every year, the general increase being in some degree affected by economic conditions, extreme heat or extreme cold and by the natural increase of population, and taking a ten-year average, so closely does the number of suicides run in relation to the population of each nationality that it actually forms a reliable basis upon which to compute the census. The value of these numerical tables consists in helping those who study them to see these great truths in their true proportion.

Table No. 60.

SUICIDES IN ORDER OF NATIVITY.

	1912		1913
1. Americans	222	1. Americans	225
2. Germans	88	2. Germans	109
3. Austrians	42	3. Austrians	41
4. Russians	30	4. Russians	28
5. Bohemians	30	5. Bohemians	24
6. Swedes	18	6. Swedes	23
7. Danes	13	7. Hungarians	15

	1912		1913
8. Irish	12	8. Italians	13
9. Polish	10	9. English	11
10. Hungarians	8	10. Norwegians	10
11. Africans	7	11. Canadians	9
12. English	7	12. Irish	9
13. French	7	13. Danes	8
14. Italians	7	14. Polish	7
15. Norwegians	7	15. Africans	5
16. Canadians	6	16. Finns	3
17. Hollanders	3	17. Bulgarians	2
18. Belgians	2	18. Chinese	2
19. Chinese	2	19 Greeks	2
20. Finns	2	20. Scotch	2
21. Roumanians	1	21. Swiss	2
22. Scotch	1	22. Belgians	1
23. Not ascertained	29	23. French	1
		24. Hollanders	1
Total	554	25. Japanese	1
		26. Not ascertained	18
		Total	572

METHODS OF SUICIDE IN THEIR ORDER

A study of the following table as to the mode of committing suicide, when compared with the table showing the different kinds of deaths by falling, and compared again with the different ways of meeting death from automobile accidents, street car accidents, etc., emphasizes beyond question the law of sociologial and psychological momentum that has been referred to elsewhere in this report. In 1912 the number of suicides was 21.5 per 100,000 and in 1913, 21.8, showing how closely increase of suicides keeps step with the increase in population. Some may ask: "How does it happen that 162 in Cook County chose shooting as a mode of death in 1912, and 164 in 1913; and that 153 chose asphyxiation in 1912, and 163 in 1913; that exactly 57 chose hanging in 1912 and 57 in 1913; that 20 chose drowning in 1912 and 22 in 1913?" The uniformity of these figures year after year is startling and indicates a subconscious dissatisfaction with self permeating all races and all society within the boundary of Cook County.

The 554 in 1912 and the 572 in 1913 who accomplished self-destruction had mostly been contemplating it for some time, many of them for years, to the extent that a careful estimate has been made that there are some 12,000 persons in Cook County at this moment contemplating suicide. Some of them will carry out their intent in some month during the year, others will do it next year, a less number the year after, and so on probably for ten or fifteen years to come, before all those now contemplating it carry out their intent or decide to abandon it. It is clear that educational conditions in home, school and church have a powerful influence in forming or avoiding the mental attitude that will result in self-destruction, and it is to be hoped that our psychologists and educators will ultimately reach an understanding so complete of the phenomena of suicide as to finally implant a viewpoint toward life, especially in the relationship of the individual toward society, that will largely divert from suicidal intent even a majority of those who may inherit tendencies in this direction.

It is for government and society to so organize their educational and economic forces as to place their members under conditions that will make as little strain as possible upon the mind in living this life of ours; in fact, there is no question but that the percentage of suicides will be largely decreased when this world is made a happier, saner and safer place to live in.

The trained statistician finds strange truths hidden back of the fact that year after year the method of self-destruction maintains exactly the same order, viz., the largest number select shooting, then asphyxiation, poisoning, hanging, cutting, drowning, jumping from windows, etc. What is there in the surrounding conditions of life, in the relationships of war, peace, punishment, the drug business, the use of gas for lighting and heating, the use of water for boating, swimming and navigation, together with the influences of government, school, church, wealth, poverty, etc., that should continue this uniformity of selection year after year, unless it is a part of a law of momentum, inherent in the nature of things?

Of the total suicides for 1912 and 1913, 28.15 per cent employed asphyxiation; 28.95 per cent used firearms; 21.23 per cent used poisons; 31.26 per cent were despondent and 31.5 temporarily insane; 55.59 per cent were married; 28.59 per cent were single. There is of course, always a certain number of whom it is unknown whether they are married or single.

Table No. 61.

METHODS OF SUICIDE IN THEIR ORDER.

	1912		1913
1. Shooting	162	1. Shooting	164
2. Asphyxiation	153	2. Asphyxiation	163
3. Poisoning	130	3. Poisoning	109
4. Hanging	57	4. Hanging	57
5. Cutting	22	5. Cutting	33
6. Drowning	20	6. Drowning	22
7. Jumping from window	5	7. Jumping from window	9
8. Jumping from building	3	8. Setting fire to self	7
9. Jumping under train	2	9. Jumping under train	6
		10. Jumping from building	2
Total	554	Total	572

POISONS USED FOR SUICIDE IN THEIR ORDER.

The following numerical table showing the poisons used for suicide in 1912 and 1913 carries into this detail the same pronounced uniformity that is shown year after year, and is referred to in connection with the previous tables. Why carbolic acid, an exceedingly disagreeable and painful mode of death, should be the most popular mode of poisoning year after year seems beyond comprehension except that through the medium of suggestion the newspaper reports of these deaths, giving this method forms a momentum or a fashion of self-destruction entirely independent of common sense; and many believe that no one with real good sense would commit suicide at all, hence good judgment can hardly be expected from those who wish to prematurely put an end to their lives. While chloroform occupied second place in 1912, it dropped to third place in 1913, and cyanide of potassium, which stood third in 1912, arose to second place in 1913, all the result of causes beyond the ken of saints or seers. So closely have these relationships been maintained for the past ten years that if the present system of reporting poisons used, by the newspapars, continues in the future as in the past, we may feel assured that there will be no important change in the selection of poisons during the coming years. Taking the two years together, it is seen that carbolic acid has been the method of death selected by 54.39 per cent of all those who have sought self-destruction through the poison route.

Table No. 62.

POISONS USED FOR SUICIDE IN THEIR ORDER.

	1912		1913
1. Carbolic acid	74	1. Carbolic acid	60
2. Chloroform	9	2. Cyanide of Potassium	7
3. Cyanide of Potassium	6	3. Chloroform	6
4. Paris Green	6	4. Narcotic	5
5. Narcotic	4	5. Rough-on-rats	5
6. Rough-on-rats	4	6. Chloride of Zinc	4
7. Chloride of Zinc	3	7. Strychnine	4
8. Arsenic	3	8. Paris Green	3
9. Corrosive	3	9. Corrosive	2
10. Morphine	2	10. Morphine	2
11. Opium	2	11. Muriatic Acid	2
12. Strychnine	2	12. Opium	1
13. Muriatic acid	1	13. Prussic Acid	1
14. Not ascertained	11	14. Not ascertained	7
Total	130	Total	109

HOMICIDES IN THE ORDER OF AGE.

It has been the object of these tables as far as is possible to make the classifications in a manner to show the cause of the casualty or disaster with which each table deals, to present a lesson whereby further continuance of the same cause of disaster may be averted. Our homicide tables in this report are purely a record of the age, nativity, occupation, mode of death, etc., of the persons killed, and unfortunately our records for this report are lacking in information that would enable us to provide an account of the slayer, in relation to which cause might be considered. It is but fair to state that the 1914 records will also include a record of the slayer from which to extract tables based on cause, with the hope of lessening homicides in the coming years. In the following table of age of those who lost their lives by homicide in 1912 and 1913, the same uniformity is observed as has been pointed out in previous tables, and this is here mentioned for the reason that it is by a study of this uniformity that the remedies of the future must be determined.

Table No. 63.

HOMICIDES IN THE ORDER OF AGE.

	1912		1913
1. 20 to 30 years	78	1. 20 to 30 years	85
2. 30 to 40 years	57	2. 30 to 40 years	57
3. 40 to 50 years	35	3. 40 to 50 years	28
4. 10 to 20 years	26	4. 50 to 60 years	18
5. Under 10 years	17	5. 10 to 20 years	17
6. 50 to 60 years	12	6. Under 10 years	9
7. 60 to 70 years	4	7. 60 to 70 years	5
8. 70 to 80 years	2	8. 70 to 80 years	3
9. Over 80 years	1	9. Over 80 years	0
10. Not ascertained	5	10. Not ascertained	11
Total	237	Total	233

MODES OF HOMICIDE IN THEIR ORDER

While the number killed in 1913 is slightly less than in 1912, notwithstanding the increase in population, the general uniformity of method, shooting first, blow on head second, stabbing third, etc., is seen as in previous tables, even to extent that exactly the same number in each of the two years covered by this report were killed by blow on the head or body, 42. While the tendency to homicide, like other tendencies of the times, must naturally be regarded as a phase of our present-day civilization, there is no other explanation of the uniformity of method employed year after year except by means of the suggestion of the newspapers in detailing the methods of death in their news items. These suggestions from day, to day become fixed in the minds of those who contemplate homicide,

thus repeating the same records and proportions year after year in accordance with the extent that the minds of those contemplating murder are impressed.

Table No. 64.

MODES OF HOMICIDE IN THEIR ORDER.

	1912		1913
1. Shooting	155	1. Shooting	140
2. Blow on head or body	42	2. Blow on head or body	42
3. Stabbing	14	3. Stabbing	25
4. Asphyxiation	9	4. Explosion	11
5. Cutting	7	5. Cutting	5
6. Strangulation	3	6. Asphyxiation	3
7. Drowning	2	7. Poison	3
8. Explosion	1	8. Strangulation	3
9. Neglect	1	9. Drowning	1
10. Poison	1		
11. Thrown out of window	1	Total	233
12. Thrown down stairs	1		
Total	237		

HOMICIDES IN ORDER OF NATIVITY.

A comparison between the relative standing of nationalities of the following homicide table with the suicide table No. 77 and the nativity inquest table No. 76, exhibits unmistakable tendencies that cannot fail to be of the greatest value to social psychologists and criminologists.

While the Italian population of Chicago is 85,000 and occupies seventh place, it will be observed that it takes second place, following Americans, in both 1912, showing 26 murders, and 1913, with 35 murders, whereas under suicides Italians were fourteenth in 1912 and eighth in 1913. Germans, with the largest population in Chicago next to Americans, are third in homicides in 1912 and fourth in 1913, whereas they occupy second place in the suicide table as well as in the numerical table of total inquests. The Irish, keeping third place in 1913 and sixth place in 1912 in the list of homicides, are twelfth in suicides in 1913 and eighth in 1912, whereas they are fourth and third respectively in the table of total inquests. The continuation of this system of comparison in the rest of the tables will be a good index of the tendencies of different nationalities to depart from their natural order of population in the number of inquests, suicides and homicides respectively.

Table No. 65.

HOMICIDES IN ORDER OF NATIVITY.

	Nativity.	1912		Nativity.	1913
1.	Americans	129	1.	Americans	112
2.	Italians	26	2.	Italians	35
3.	Germans	16	3.	Irish	14
4.	Austrians	14	4.	German	12
5.	Russians	7	5.	Russians	11
6.	Irish	7	6.	Austrians	7
7.	Hungarians	4	7.	Hungarians	7
8.	Polish	4	8.	Polish	7
9.	Bulgarians	4	9.	Africans	6
10.	Danes	4	10.	Norwegians	3
11.	Greeks	3	11.	Roumanians	3
12.	Belgians	2	12.	Canadians	2
13.	Bohemians	2	13.	English	2
14.	Canadians	2	14.	Greeks	2
15.	Norwegians	2	15.	Swedes	2
16.	Roumanians	2	16.	Bohemians	1
17.	Scotch	1	17.	French	1
18.	Swedes	1	18.	Scotch	1
19.	Swiss	1	19.	Swiss	1
20.	Not ascertained	6	20.	Not ascertained	4
	Total	237		Total	233

Struck by Freight Car.

TRANSPORTATION ACCIDENTS IN NUMERICAL ORDER.

The following tables of transportation accidents are made of the casualties of the railway, street car and elevated railway companies, complete explanation in connection with which will be found elswhere under these separate headings:

Table No. 66.

TRANSPORTATION ACCIDENTS—NUMERICAL ORDER AS TO AGE.

	Ages	1912		Ages	1913
1.	20 to 30 years	116	1.	20 to 30 years	109
2.	30 to 40 years	106	2.	40 to 50 years	108
3.	40 to 50 years	92	3.	30 to 40 years	103
4.	50 to 60 years	71	4.	50 to 60 years	58
5.	60 to 70 years	46	5.	60 to 70 years	51
6.	Under 10 years	43	6.	10 to 20 years	38
7.	10 to 20 years	40	7.	70 to 80 years	24
8.	70 to 80 years	12	8.	Under 10 years	23
9.	Over 80 years	4	9.	Over 80 years	4
10.	Not ascertained	24	10.	Not ascertained	25
	Total	554		Total	543

Table No. 67.

TRANSPORTATION ACCIDENTS IN ORDER OF NATIVITY.

	Nativity	1912	Nativity	1913
1.	Americans	240	Americans	231
2.	Irish	47	Germans	69
3.	Germans	45	Irish	42
4.	Austrians	32	Russians	31
5.	Italians	25	Austrians	22
6.	Swedes	21	Swedes	19
7.	Russians	19	Italians	19
8.	Polish	18	Polish	16
9.	Canadians	12	Bohemians	13
10.	French	10	Hungarians	12
11.	Hollanders	9	Greeks	9
12.	Norwegians	6	Norwegians	6
13.	Hungarians	6	Africans	5
14.	English	6	English	5
15.	Bohemians	5	Canadians	3
16.	Greeks	5	Hollanders	3
17.	Belgians	4	French	2
18.	Scotch	3	Scotch	2
19.	Danes	3	Danes	1
20.	Roumanians	2	Japanese	1
21.	Turks	2	Mexicans	1
22.	Bulgarians	1	Roumanians	1
23.	Chinese	1	Turks	1
24.	Not ascertained	32	Not ascertained	29
	Total	554	Total	543

Table No. 68.

RAILWAY ACCIDENTS—NUMERICAL ORDER AS TO MODE.

		1912		1913
1.	Walking on Track	119	Walking on Track	149
2.	Crossing Track	73	Crossing Tracks	74
3.	Falling off Train	27	Crushed by Cars	26
4.	Collision	24	Falling off Train	25
5.	Run Down	22	Jumping on or off	17
6.	Jumping on or off	13	Wreck	16
7.	Crushed	12	Collision	9
8.	Struck by Viaduct	5	Hitching	9
9.	Hitching	4	Struck by Viaduct	2
10.	Scalded by Steam	4	Leaning out of Cab	2
11.	Coupling	2	Scalded by Steam	1
12.	Wreck	2	Not ascertained	30
13.	Not ascertained	19		
	Total	326	Total	360

Table No. 69.

STREET RAILWAY ACCIDENTS—NUMERICAL ORDER AS TO MODE.

		1912		1913
1.	Crossing tracks not at crossing	54	Run down by train	60
2.	Crossing track at crossing	45	Crossing track not at crossing	23
3.	Run down by train	37	Crossing tracks at crossing	18
4.	Fall from car	16	Vehicle struck by car	16
5.	Collision	14	Fall from car	12
6.	Vehicle struck by car	14	Crushed between cars	9
7.	Crushed between cars	10	Collision	9
8.	Getting on or off	8	Walking on track	7
9.	Walking on track	6	Getting on or off	3
10.	Leaning out of car	3	Hitching	2
11.	Not ascertained	2	Not ascertained	6
	Total	209	Total	165

Table No. 70.

ELEVATED RAILWAY ACCIDENTS—NUMERICAL ORDER AS TO MODE.

	1912		1913
1. Run down by train	11	1. Run down by train	10
2. Fell off platform	2	2. Walking on track	4
3. Walking on track	2	3. Fell off platform	2
4. Crushed between car and platform	1	4. Electrocuted	1
5. Collision	1	5. Crushed between car and platform	1
Total	17	Total	18

Table No. 71.

INDUSTRIAL ACCIDENTS—NUMERICAL ORDER.

Ages	1912	Ages	1913
1. 30 to 40 years	74	1. 20 to 30 years	61
2. 20 to 30 years	63	2. 30 to 40 years	56
3. 40 to 50 years	38	3. 40 to 50 years	40
4. 50 to 60 years	34	4. 50 to 60 years	34
5. 10 to 20 years	17	5. 10 to 20 years	14
6. 60 to 70 years	10	6. 60 to 70 years	9
7. 70 to 80 years	3	7. Under 10 years	7
8. Under 10 years	3	8. 70 to 80 years	3
9. Not ascertained	9	9. Not ascertained	14
Total	251	Total	238

Table No. 72.

CAUSES OF DEATH.

	1912		1913
1. Falling off his own wagon	40	1. Falling objects	49
2. Falling objects	37	2. Falling off own wagon	36
3. Falling off scaffold	30	3. Caught in machinery	28
4. Falling down elevator shaft	23	4. Falling off scaffold	25
5. Caught in machinery	18	5. Killed in elevator	21
6. Killed in elevator	17	6. Explosion	16
7. Explosion	17	7. Electrocution	15
8. Electrocution	14	8. Falling down elevator shaft	12
9. Falling down ladder	13	9. Falling down ladder	10
10. Suffocated by gases	11	10. Scalded by hot water	7
11. Scalded by hot water	11	11. Kicked by horse	7
12. Falling from building	6	12. Burned by metal	4
13. Falling from roof	3	13. Falling from biplane	3
14. Falling from airship	3	14. Building collapse	2
15. Smothered in bin	2	15. Falling in culvert	2
16. Burned by metal	1	16. Falling off bridge	2
17. Falling from telephone pole	1	17. Falling through skylight	1
18. Falling from bridge	1	18. Falling from smokestack	1
19. Falling out of window	1		
20. Smothered in smokestack	1	Total	238
21. Smothered in glucose car	1		
Total	251		

Table No. 73.

INDUSTRIAL ACCIDENTS IN ORDER OF NATIVITY.

	1912		1913
1. Americans	75	1. Americans	98
2. Germans	27	2. Germans	34
3. Russians	23	3. Russians	23
4. Austrians	23	4. Austrians	16
5. Irish	16	5. Italians	10
6. Bohemians	12	6. Hungarians	9
7. Norwegians	11	7. Irish	8
8. Polish	11	8. Swedes	8
9. Swedes	11	9. Polish	7
10. Italians	7	10. Canadians	5
11. Hungarians	6	11. English	4
12. French	4	12. Bohemians	3
13. Greeks	3	13. Greeks	2
14. Danes	3	14. Norwegians	2
15. Scotch	3	15. Roumanians	2
16. Belgians	2	16. Africans	1
17. English	2	17. Bulgarians	1
18. Hollanders	2	18. Danes	1
19. Roumanians	2	19. Palestine	1
20. Canadians	1	20. Not ascertained	3
21. Turks	1		
22. Not ascertained	6	Total	238
Total	251		

Table No. 74.

INQUESTS PER NATIONALITY IN ORDER OF POPULATION FOR 1913.

Nativity	Population	Inquest
1. Americans	967,455	2,003
2. Germans	300,000	522
3. Bohemians	250,000	91
4. Russians	215,000	175
5. Polish	115,000	102
6. English	105,000	86
7. Italians	85,000	130
8. Africans	85,000	53
9. Austrians	83,201	243
10. Norwegians	75,000	58
11. Irish	65,922	242
12. Swedes	63,035	153
13. Canadians	30,865	71
14. Hungarians	27,496	74
15. Danes	25,000	26
16. Scotch	10,303	23
17. Welsh	10,000	3
18. Hollanders	9,632	14
19. Greeks	6,601	25
20. Swiss	3,493	5
21. Roumanians	3,344	5
22. Bulgarians	3,315	4
23. French	3,030	7
24. Spanish	3,000	2
25. Belgians	2,526	5
26. Finns	2,382	5
27. Turks	1,885	4
28. Mexicans	1,790	2
29. Palestines	1,000	1

This table, giving the inquests for 1913, shows at a glance the order of the various nationalities according to the population of each in Cook County. It will be seen that Americans stand first, the Germans second, Bohemians third, and so on through the list. In the third column is given the number of inquests per nationality, in order that the reader may have

before him the data from which to make comparisons. By comparing this with the tables following, it will be seen at once that the nationalities having the largest population do not necessarily have the highest percentage of inquests. For example, Germans stand second in order of population and thirteenth in the order of percentage of inquests, a record which seems to show that the Germans are a comparatively careful, cautious race.

Table No. 75.

INQUESTS PER NATIONALITY IN ORDER OF PERCENTAGE FOR 1913.

	Nativity	Population	No. of Inquests	Per ct. per Nativity
1.	Greeks	6,601	25	.38 per ct.
2.	Irish	65,922	242	.37 "
3.	Austrians	83,201	243	.29 "
4.	Hungarians	27,496	74	.27 "
5.	Swedes	63,035	153	.24 "
6.	Canadians	30,865	71	.23 "
7.	French	3,030	7	.23 "
8.	Scotch	10,303	23	.22 "
9.	Turks	1,885	4	.21 "
10.	Finns	2,382	5	.21 "
11.	Americans	967,455	2,003	.21 "
12.	Belgians	2,526	5	.2 "
13.	Germans	300,000	522	.17 "
14.	Hollanders	9,632	14	.15 "
15.	Italians	85,000	130	.15 "
16.	Roumanians	3,344	5	.15 "
17.	Bulgarians	3,315	4	.12 "
18.	Mexicans	1,790	2	.11 "
19.	Swiss	3,493	5	.14 "
20.	Danes	25,000	26	.1 "
21.	Palestines	1,000	1	.1 "
22.	Poles	115,000	102	.09 "
23.	English	105,000	86	.08 "
24.	Norwegians	75,000	58	.08 "
25.	Russians	215,000	175	.08 "
26.	Spanish	3,000	2	.07 "
27.	Africans	85,000	53	.06 "
28.	Bohemians	250,000	91	.04 "
29.	Welsh	10,000	3	.03 "

This table gives the population of the nationalities that supplied cases to the Coroner's office during 1913. The second column shows the population of each; the third column gives the number of inquests of each nationality; the last column indicates the per cent of inquests according to the population. That is, taking the first nationality in the list as an illustration, the estimated population of Greeks in Cook County is 6,601; the inquests held upon Greeks were 25, which is .38 per cent of the local Greek population.

This table is also arranged to show at a glance how the various nationalities rank according to the per cent of inquests to population. It will be seen that the Greeks come first, the Irish second, and the remainder in order as indicated. The figures here presented in relation to the population of each nationality are as accurate as could be obtained from all authorities at hand. Their value in this instance lies chiefly in supplying a foundation upon which to build a more accurate structure in future reports.

PRINCIPAL NATIONALITIES IN THEIR ORDER PER 10,000 POPULATION

Nationalities represented by very few inquests are here omitted for the sake of brevity.

In the following three tables is shown in connection with the total inquests, total suicides and homicides, respectively, the number in each 10,000 population of each nationality that became Coroner's cases. In order that the reader may have the complete data before him we have given in the second column the population of each nationality, in the third column the number of inquests per each nationality, and in the fourth column the number per 10,000 that became Coroner's cases. These tables are arranged numerically in the order of the number per 10,000.

Table No. 76.

NATIVITY RECORD FOR 1913 PER 10,000 POPULATION.

Inquests.

	Nativity	Population	Inquests	No. of Cases per 10,000 Population
1.	Greeks	6,601	25	37.9
2.	Irish	65,922	242	36.7
3.	Austrians	83,201	243	29.2
4.	Hungarians	27,496	74	26.9
5.	Swedes	63,035	153	24.3
6.	French	3,030	7	23.3
7.	Canadians	30,865	71	23.0
8.	Americans	967,455	2,003	20.7
9.	Germans	300,000	522	17.4
10.	Italians	85,000	130	15.3
11.	Polish	115,000	102	8.8
12.	English	105,000	86	8.2
13.	Russians	215,000	175	8.1
14.	Norwegians	75,000	58	7.7
15.	Africans	85,000	53	6.2
16.	Bohemians	250,000	91	3.6

Table No. 77.

NATIVITY RECORD FOR 1913 PER 10,000 POPULATION.

Suicides.

	Nativity	Population	Suicides	No. of Suicides per 10,000 Population
1.	Hungarians	27,496	15	5.5
2.	Austrians	83,201	41	4.9
3.	Swedes	63,035	23	3.4
4.	Germans	300,000	109	3.6
5.	French	3,030	1	3.3
6.	Canadians	30,865	9	2.9
7.	Greeks	6,601	2	3.0
8.	Americans	967,455	225	2.3
9.	Italians	85,000	13	1.5
10.	Irish	65,922	9	1.3
11.	Russians	215,000	28	1.3
12.	Norwegians	75,000	10	1.3
13.	Bohemians	250,000	24	1.0
14.	English	105,000	11	1.0
15.	Polish	115,000	7	.6
16.	Africans	85,000	5	.6

Table No. 78.

NATIVITY RECORD FOR 1913 PER 10,000 POPULATION.

Homicides.

	Nativity	Population	Homicides	No. of Murders per 10,000 Population
1.	Italians	85,000	35	4.1
2.	French	3,030	1	3.3
3.	Greeks	6,601	2	3.0
4.	Hungarians	27,496	7	2.6
5.	Irish	65,922	14	2.1
6.	Americans	967,455	112	1.2
7.	Austrians	83,201	7	.8
8.	Africans	85,000	6	.7
9.	Polish	115,000	7	.6
10.	Canadians	30,865	2	.6
11.	Russians	215,000	11	.5
12.	Germans	300,000	12	.4
13.	Norwegians	75,000	3	.4
14.	Swedes	63,035	2	.3
15.	English	105,000	2	.2
16.	Bohemians	250,000	1	.4

INQUESTS, SUICIDES AND HOMICIDES. NATIVITY PERCENTAGE TABLES.

The three following tables show what per cent of the total number of inquests, suicides and homicides respectively are credited to each nationality. Each is arranged numerically in order of percentages. The second column shows the number supplied by each nationality, and the third column what per cent this number is of the total number of cases under each class. To illustrate, in 1913 there was a total of 4,385 inquests; the Russians furnished 175 of these, this being 3.99 per cent of the total number of inquests. Following the record of the Russians through the next two tables, we see that the total number of suicides was 572. Of these 28 were Russians, which is 4.89 per cent of the total number of suicides; the total number of homicides was 233, of which 11 were Russians, this being 4.72 per cent of the total number of homicides. It will be noted that these tables do not take into account the population of each nationality, being given in order to show how the various nationalities rank in comparison with each other in each class of Coroner's cases considered here. These tables include only the principal nationalities represented in our records.

Table No. 79.

COMPARISON IN PERCENTAGE OF EACH NATIONALITY WITH THE TOTAL NUMBER OF INQUESTS, 1913

Total Number of Inquests for 1913, 4,385.

	Nativity	Inquests	Per Cent of Total Inquests
1.	Americans	2,003	45.68 per ct.
2.	Germans	522	11.9 "
3.	Austrians	243	5.54 "
4.	Irish	242	5.52 "
5.	Russians	175	3.99 "
6.	Swedes	153	3.49 "
7.	Italians	130	2.96 "
8.	Polish	102	2.33 "
9.	Bohemians	91	2.08 "
10.	English	86	1.96 "
11.	Hungarians	74	1.69 "
12.	Canadians	71	1.62 "
13.	Norwegians	58	1.32 "
14.	Africans	53	1.2 "
15.	Greeks	25	.57 "
16.	French	7	.16 "

Table No. 80.

COMPARISON IN PERCENTAGE OF EACH NATIONALITY WITH THE TOTAL NUMBER OF SUICIDES IN 1913.

Total Number of Suicides, 572.

	Nativity	Suicides	Per Cent Total Suicides
1.	Americans	225	39.34 per ct.
2.	Germans	109	19.05 "
3.	Austrians	41	7.17 "
4.	Russians	28	4.89 "
5.	Bohemians	24	4.19 "
6.	Swedes	23	4.02 "
7.	Hungarians	15	2.62 "
8.	Italians	13	2.27 "
9.	English	11	1.92 "
10.	Norwegians	10	1.75 "
11.	Canadians	9	1.57 "
12.	Irish	9	1.57 "
13.	Polish	7	1.22 "
14.	Africans	5	.87 "
15.	Greeks	2	.35 "
16.	French	1	.17 "

Table No. 81.

COMPARISON IN PERCENTAGE OF EACH NATIONALITY WITH THE TOTAL NUMBER OF HOMICIDES IN 1913.

Total Number of Homicides in 1913, 233.

	Nativity	Homicides	Per Cent of Total Homicides
1.	Americans	112	48.07 per ct.
2.	Italians	35	15.02 "
3.	Irish	14	6.01 "
4.	Germans	12	5.15 "
5.	Russians	11	4.72 "
6.	Austrians	7	3.0 "
7.	Hungarians	7	3.0 "
8.	Polish	7	3.0 "
9.	Africans	6	2.58 "
10.	Norwegians	3	1.29 "
11.	Swedes	2	.86 "
12.	English	2	.86 "
13.	Canadians	2	.86 "
14.	Greeks	2	.86 "
15.	Bohemians	1	.43 "
16.	French	1	.43 "

The Coroner's Office

By DAVID R. JONES,
Chief Deputy.

The duty of the Chief Deputy Coroner corresponds to that of office manager, the Chief Deputy having supervision of the daily routine of business, with all the powers of the Coroner himself during his absence.

The records of this office date back to the time of the great fire in 1871, the vault now containing files of some 71,000 cases, 41,692 of which belong to the period since Coroner Hoffman took his office, December 6, 1904.

The employes of this office coming directly under the charge of the Chief Deputy are as follows:

10 Deputy Coroners.
4 Office Clerks.
7 Court Reporters.
4 Coroner's Physicians.
2 Chemists.
1 Statistician.
3 At Morgue.

Among the improvements, reforms and changes which have been introduced into this office by Coroner Hoffman during the past nine years are:

1. A complete change in the system of handling reports of deaths as they come to the office by phone or otherwise, their systematic enrollment upon a blotter as the first "original entry," including a rotation system of assigning these cases to the various deputies.

2. Mr. Hoffman's order book system and his method of issuing certified copies of verdicts to friends and relatives of the deceased, frequently of great value to the families of poor workingmen in obtaining justice in the event of court procedure.

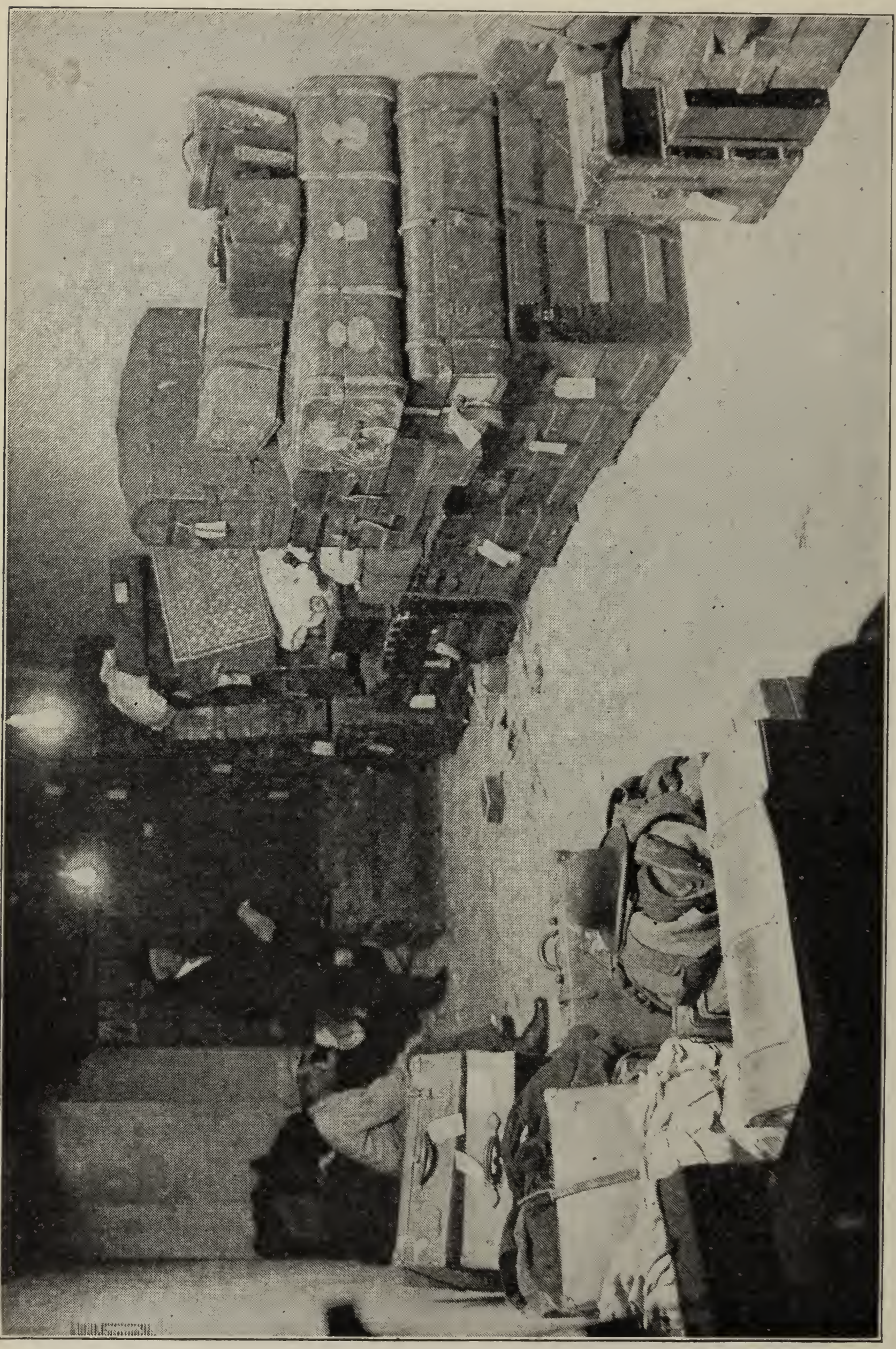
3. The introduction of a special cash book showing daily balances, copies of which are sent to the County Comptroller each day, a systematic method never employed in this office under prior administrations.

4. The origin of the most complete statistical records and tables especially designed to suggest remedies to lessen loss of life and increase public safety must be attributed to this office under the present administration.

5. The introduction of time sheets turned in by each deputy, supplying a record daily, weekly and monthly of how each deputy has occupied his time and what duties he has performed.

6. The taking and recording of testimony verbatim in shorthand and transcribing same as a part of the record of each case, is a plan which went into effect in January, 1908, and is a system which in numberless cases has enabled the families of the deceased to obtain justice through the courts.

7. The arrangement to have Coroner's juries make recommendations looking toward the prevention of similar accidents is unique in the history of Coroners' offices in this country. This system was introduced by Coroner Hoffman in 1907, and it has not only reduced deaths in Cook County



The "Estates" of Those who Meet Sudden and Violent Deaths.

from certain kinds of accidents fully one hundred per year, but it has been the means of bringing the Public Safety Commission of Chicago and Cook County into existence, with the general crusade for public safety which has followed.

8 The institution of a night service up to 11:00 o'clock for receiving reports has added greatly to the efficiency of the service.

9. A valuable improvement in public service has developed from the Coroner's plan to keep the office open 365 days in the year from 7:30 A. M. to 11:00 P. M. on week days, and on Sundays from 8:00 A. M. to 10:00 P. M., the clerks and deputies rotating so as to properly divide the responsibility and reduce the extra work to a minimum for all.

10. The introduction of a card index system giving immediate access to all the details of each case, and the record of cases wherein physicians issue death certificates without holding inquests, has greatly facilitated the work of this office.

11. Our investigation blank, now used when Coroner's physicians are sent out to investigate deaths from any form of disease, has been of great aid in furthering co-operation with other departments. In these cases the Coroner's physician issues death certificates in duplicate, one copy going to the Health Department, the other being kept on file in this office, thus insuring complete records for both.

12. Another of the new features in the Coroner's office is the keeping of the record book; the history of every case is typewritten in this book by the use of a special machine made to operate on the plane surface of the page, this record being so clear and accurate as to make important facts in connection with every case accessible at a moment's notice.

13. There has also been established in connection with the Coroner's office a Bureau of Identification. Here are kept photographs enabling relatives and friends to identify the unknown dead whose disappearance might otherwise always remain an unsolved mystery. This Bureau is of benefit both in its legal aspect and in affording comfort and assurance to the bereaved. The photographs for the Bureau are supplied by the County Photographer, who is notified in each case of sudden and violent death of unidentified persons. The illustrations in this book of children and others that were scalded and burned through carelessness are also made from photographs supplied by the County Photographer.

14. The assistance given this office by the Chief of Police and a number of his subordinates is a great aid to the Coroner service, and due acknowledgment is hereby made to that department of the city government, which desreves much credit for thus materially increasing efficiency in the public's behalf.

15. The establishment of a chemical laboratory in the month of June, 1913, in charge of competent chemists has added materially to the efficiency of the office, for it not only enables prompt and reliable analyses to be made in cases of suspected poisoning, but frequently makes it possible to place reliable data before Coroner's juries in relation to industrial and other classes of accidents, that is of inestimable value in rendering just verdicts.

RECORD OF "ESTATES" AND LOCKER.

One of the most beneficent and humanitarian innovations inaugurated in the administration of this office is the complete record of the small estates of the large number of unfortunates who meet sudden or violent deaths, the personal property of more than half of whom remains forever uncalled for. The vault in which this personal property is kept has gained

some fame through the press and otherwise under the title of "Davy Jones' Locker," and while the per capita value is small, averaging only $1.35 each at the last sale in January, 1912, the record is as carefully kept as though it involved countless thousands. When these estates are called for by relatives they are always turned over to them on proper identification, their receipt being taken therefor. Since January, 1912, 417 out of a total of 782 estates left with the Chief Deputy Coroner still remain uncalled for, and after a time when the accumulation becomes too great, a public sale will be advertised and the proceeds turned over to the County Treasurer, though even after this, relatives up to a period of five years may still obtain the proceeds of the sale.

It is safe to say that no institution or department of modern times has been subjected to closer scrutiny in the line of making improvements or has adopted more progressive changes than are found in this office, these changes involving increased efficiency in the system of reporting cases or filing permanent records, facilitating examination by the most up-to-date card index systems, all records now showing the name of the deceased, residence, age, cause and place of death, person reporting, person receiving report, notification of police and of corporation if one is interested, name of deputy, the physician assigned, time of holding inquest and if continued, to what date, etc. The order book originated by the Coroner for taking and keeping a record of certified copies and testimony for insurance and legal purposes now shows a record of death certificates numbered from 1 up to 14,774, and is a most complete and simple method for facilitating the business of the office

Considering the strenuous and continuous character of the work of this office, I beg to report that our efficiency has been seriously handicapped by the reduction of the office force, which is thus inadequate to keep up the clerical work, making it necessary to overwork the deputies in securing the services of one or more of them to keep up the work of the office. The same may be said of our court reporters, the number being insufficient to make assignments, except for the most important cases, and many continuations are made necessary for lack of court reporters to cover assignments, causing much inconvenience to all concerned and a considerable additional expense to the county. As the reporters are obliged to transcribe their shorthand notes in each case, so that they may become a part of the records of this office, they are obliged to work exceptionally long hours and be constantly kept from two to three weeks behind in transcribing, which is a great detriment to public service. Not only is the number of reporters allowed this office too few, even with the long hours they are obliged to work, but the salaries paid are inadequate for the services rendered.

One of the most important positions in this office is that of statistician, and it is necessary to have a high grade man not only capable of properly recording and classifying fatalities under their many headings and keeping the records up to date in relation to all the cases as they come in, besides compiling the Annual Report, but it is a science in itself to formulate and compile these records in a manner that will make "figures TALK" and thereby teach the **lessons of the Coroner's office** in a way that will make them of the highest service in saving lives in the future. The renumeration for statistician is so low that it will be impossible to secure the kind of service required for another year at the present appropriation.

As to our deputy coroners, the number assigned is not only an injustice to the men on account of the labor involved, but is it impossible to give the best service when cases are running from twenty to thirty per day.

The position of deputy coroner is an important one and requires men not only of judicial mind, executive ability and kindly temperament, all requisite in the selection of jurors, the questioning of witnesses and the conduct of cases, but honesty, courtesy and sympathy are the marked requisites in those who conduct inquests, as well as natural breadth of mind, a knowledge of human nature and of local conditions.

The appeal to the sympathies in much of the duties involved in the work of the deputies, their concentration of mind in the interest of all concerned, the distances traveled at their own expense, the frequent long, tedious inquests, all serve to inflict a wear and tear on both mind and body that should be fully considered in determining the number of deputies to be employed and the appropriation for their service. The fact that four deputies in succession have given out prematurely under the nervous strain proves the necessity for careful consideration in the matter of fixing their number and adjusting their salaries.

In the Coroner's general report is given a statement showing the great increase in the number of cases where certificates are issued without inquest. This class of cases has now increased to the point where the Coroner's physicians are crowded night and day to keep up with the work, and this increase will shortly necessitate an addition to the corps of Coroner's physicians.

In conclusion, I am pleased to testify to the uniform co-operation of the employes and officials, not only within the Coroner's office, but those connected with other city and county departments with whom I am brought in contact in carrying on the business of this office; and considering the strenuous character of our labors, am pleased to state that our system is so well organized that the work is turned out with the smallest amount of friction possible.

Department of Statistics

▼▼

By PARKER H. SERCOMBE,
Statistician.

It is a law of life and nature, thoroughly established among birds and animals and well borne out in the life of man, that each generation profits by the experiences of those preceding, each epoch adopting improvements based upon knowledge derived from the experience of those gone before.

The musk ox of the north and the bison of the temperate zone have as a result of generations of battles with wolves and panthers, learned **by experience** to form a circle with their young in the center, which as long as it can be kept unbroken makes an impossible barrier against the attack of enemies. It is thus seen that even animals make a study of conservation, and from generation to generation apply the knowledge that they acquire by the experiences, mistakes, failures and suffering of those who fell through ignorance, lack of organization, recklessness or heedlessness.

It is but natural, then, that the Coroner's office, the department taking charge of those who go to sudden and violent deaths largely the result of carelessness, thoughtlessness and a lack of foresight, should become the "storm center" for a great crusade in the interest of public safety; and this being the particular epoch in which there is a **world wide awakening** to the tremendous loss of life and limb, it is therefore timely that the Coroner's office of Cook County should load its heaviest guns, which, like those of Winchester, shall speak in tones that will be "heard 'round the world."

It is with a sense of tremendous responsibility, realizing that humanity, like all other creatures, learns its lessons through costly experiences, that these records are being carefully and accurately kept, the experiences involved in a total of 41,692 Coroner's cases in nine years being sufficient to awaken all from their lethargy to at least become as alert as beasts and birds, which organize for self-protection. The suffering through loss of life and limb which humanity annually brings upon itself through its own carelessness—and this especially in large cities, supposed to be the very centers of civilization—has become so serious that this book is being sent out as an appeal to check the mad race in which we are engaged. Read the records in this book and then decide what shall be done through the coming years to lessen the awful catastrophes herein recorded.

To repeat, this book is intended as a shock to humanity, as a class book in the hands of every teacher. a slogan to be sounded from every pulpit, a war cry to go out through the columns of the daily papers, urging an unremitting crusade for **public safety**; demanding that every child, adult and corporation in the land shall hereafter "**stop, look and listen**" before carrying themselves and others headlong into danger.

The time was when a large percentage of our race were annually lost by storms, famines, the ravages of wild beasts and marauding tribes, and while modern research, invention and appliances have almost entirely done away with the old dangers, by a strange mockery of fate these very inventions and machines that have come to safeguard us seem to be destroying a larger percentage than were ever lost under more primitive conditions.

In the wars of history, the number of maimed and wounded has always been far in excess of those killed, and it is surely a blot on our civilization as we contemplate the dead and wounded of our industrial army in time of peace in the United States to find that 35,000 are killed and 2,000,000 maimed annually in industrial accidents alone. In Chicago twenty thousand accidents a year are recorded by the Police Department, and as less than two-thirds are reported, the real total is fully thirty thousand, while more than five thousand sudden and violent deaths per annum come to the Coroner's office for inquest.

It is simply plain common sense to state that a community of careless, thoughtless persons will have a large number of accidents and casualties, whereas a community of careful, thoughtful people who teach foresight and precision to their offspring from childhood up, will have a smaller percentage of accidents, and it is natural that this kind of education must be carried on in the home as well as in the school.

There are some 10,000 fires per annum in Chicago, which is but another phase of general carelessness and thoughtlessness, and any system of education that will help us to be thoughtful and careful in the home, on the street, in factories and in our recreations, will naturally lessen fires and accidents of all kinds.

The **household casualties** alone in Chicago during 1912 is an appalling exhibit to lay at the door of the department charged with implanting habits of carefulness, thoughtfulness and thoroughness in our next generation, and a comparison of the following tables shows a total of more fatalities in the homes than on the streets during 1912. These figures are from the records of the Coroner's office and the Police Department.

Table No. 82.

ACCIDENTS AND FATALITIES IN THE HOMES.

1912.

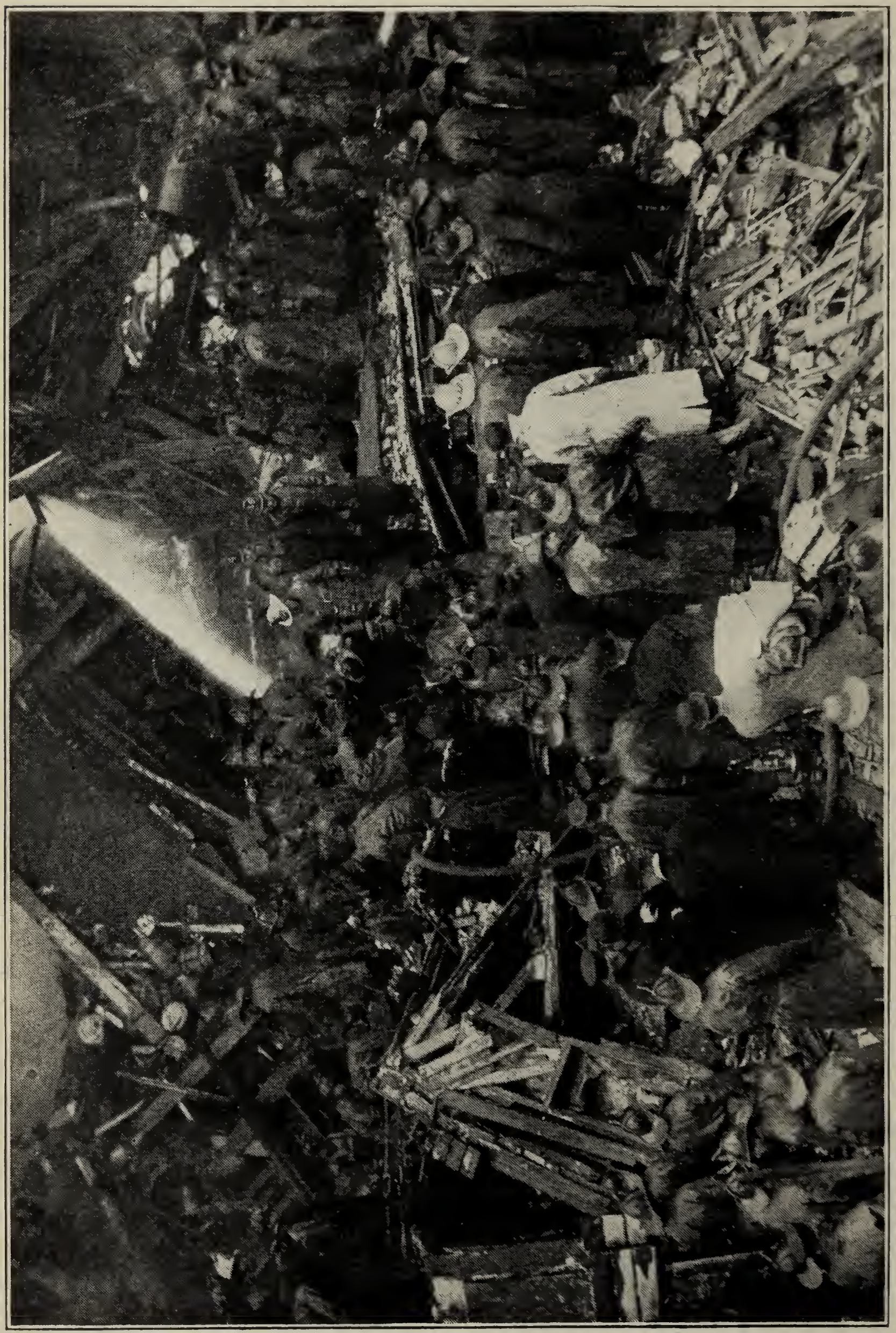
209	accidental asphyxiations	of which	102	were	fatal
34	accidental cuttings	"	2	"	"
59	accidental and undetermined poison	"	50	"	"
430	bitten by dogs	"	2	"	"
399	burns and scalds	"	187	"	"
310	falling down stairs	"	92	"	"
84	falling out of windows	"	42	"	"
56	falling from ladder	"	24	"	"
28	falling from chair	"	4	"	"
47	firearm accidents	"	9	"	"
27	ptomaine poisoning	"	2	"	"
132	suffocated and smothering	"	16	"	"
208	unclassified	"	9	"	"
243	exposure and neglect	"	9	"	"
561	attempted and fatal suicides	"	162	"	"
1,392	personal violence and homicides	"	78	"	"
			805		

Table No. 83.

ACCIDENTS AND FATALITIES OF THE STREETS.

1912.

3,664	street railway accidents	of which	209	were	fatal
2,947	automobile and vehicle accidents	"	201	"	"
2,510	falls on the street from scaffold, building, etc	"	54	"	"
855	bitten by dogs	"	5	"	"
1,044	miscellaneous injuries	"	42	"	"
556	overcome by heat	"	10	"	"
350	injured while at work	"	21	"	"
109	accidentally shot by self or others	"	13	"	"
184	cause of violence undetermined	"	20	"	"
79	attempted and fatal suicides	"	23	"	"
1,642	personal violence and homicides	"	118	"	"
52	struck by falling objects	"	12	"	"
63	exposure	"	4	"	"
			732		



THE STOCK YARDS FIRE, DECEMBER 23, 1910.
Searching for Chief Horan and 22 Bodies of Firemen Lost under the Falling Walls.

The conditions illustrated by the foregoing exhibit, as well as by the records that follow, are no credit to modern civilization. The array of blundering accidents exhibited in the foregoing, as well as in the following tables, might be expected of a primitive race, uncultivated in the refinements of life, yet "modern education," with these figures calling loudly for corrective measures, continues teaching almost exclusively from books. while so large a percentage of the population is slowed down by lack of proper training and by wrong living that they fall under car wheels and out of windows by the thousands annually, like dolls stuffed with sawdust, maiming and killing each other year after year as stupidly and with as little profit as if we had no educational institutions.

Table No. 84.

ONE YEAR IN CHICAGO.

3,664 street railway accidents	of which	209	were	fatal
2,947 automobile and vehicle accidents	"	"	201	"	"
2,899 falls from windows, ladders, etc	"	"	149	"	"
1,285 bitten by dogs	"	"	7	"	"
829 steam railway accidents	"	"	326	"	"
1,694 miscellaneous accidents	"	"	42	"	"

On every count the remedy lies in a remodeled system of education for the rising generation that will implant habits of carefulness and thoroughness adaptable to whatever calling each may be devoted in adult life.

We know that in 1914 approximately 1,000 people in Cook County will attempt suicide, that of these about 583 will succeed, and that there are about 12,000 people contemplating suicide all the time, a percentage of whom with the constant accretions will form the suicide rolls of the coming years. So uniform is the operation of the natural law which controls the fate of mankind that we know under present conditions that in 1914 and until new educational systems have a chance to take effect, about 150 will suicide by poisoning, of whom 90 will use carbolic acid, 15 corrosive sublimate, 7 cyanide of potassium, 6 arsenic, etc. While it is impossible to name the unfortunates, we know too that with the present population and until our social, economic and educational systems undergo fundamental change, each year approximately 140 will suicide by shooting, 120 by asphyxiation, 60 by hanging, 24 by stabbing, 20 by drowning and 14 by jumping out of windows. Sociologists agree that, barring hereditary tendencies, suicide is practically preventable by a system of education designed to implant a proper, democratic, wholesome viewpoint from childhood up.

Suicide and homicide are directly attributable to our faulty social, economic and educational systems, and will yield to treatment just to the extent that we substitute modern wholesome democratic ideals in education for the traditional methods and viewpoints that have held over a century too long. Those who have not the vision to see that suicides, murders and accidents are the natural outcroppings of wrongs being perpetrated by those "higher up" cannot perhaps be made to understand how education can be employed to do away with both the causes and the effects involved.

The following total of accidents by falling is of particular interest in view of the fact that this proportion has been maintained in Chicago for the past ten years, relatively is the same this year, and will continue in the same ratio and proportion in 1914, 1915 and 1916 unless prompt measures are employed to change the educational systems in schools and homes:

Table No. 85.

TOTAL ACCIDENTS BY FALLING IN 1912.

131	falling	from scaffolds	of which	30	were	fatal
125	"	from ladder	" "	37	"	"
369	"	down stairs	" "	92	"	"
135	"	out of windows	" "	43	"	"
33	"	from roof or skylight	" "	3	"	"
94	"	in new building	" "	6	"	"
1,376	"	on street or sidewalk	" "	50	"	"
57	"	down elevator shaft	" "	23	"	"
562	"	from wagon	" "	40	"	"
38	"	from horse	" "	6	"	"
782	"	from other causes	" "	33	"	"
3,702	total accidents from falling		" "	363	"	"

It being conceded that all human casualties as well as all our successes are forms of "momentum," though in opposite directions, one set of movements tending toward progress and the other toward destruction, true reform and prevention of evil of all kinds, the prerogative of our educational system, must be so geared and adjusted as to actually implant **constructive momentum** in the line of physical, mental and social efficiency to stem the tide of destruction which we seem now to be preparing as a bequest to future generations. Could an educational system so modified be set into operation among the half million teachers and pupils of Cook County, it is safe to say that the records of crime, graft, accidents, premature deaths, etc., might be decreased fifty per cent within an incredibly short time.

The figures and tables on which such a system of education would be based is the theme of this report, for as all progress involving thoughtfulness, accuracy and precision in the doing of things must rest upon education plus regulation, it is apparent that it is through higher standards of mental and physical efficiency, coupled with the enforcing of needful laws and ordinances, that the goal of public safety and the conservation of human life may be reached.

The Chemical Laboratory

▾▾

By WILLIAM DUNCAN McNALLY,
Coroner's Chemist.

The chemical laboratory annexed to this office by Coroner Hoffman in June, 1913, is an innovation that will no doubt eventually be adopted by Coroners in all other populous counties in the country. Mr Hoffman's long experience as Coroner convinced him of the value of having a special laboratory for making investigations, especially into all cases of sudden and suspicious deaths, and determining by chemical analysis whether there were indications of poisons accidentally taken or administered with homicidal or suicidal intent.

The matter of procuring expert chemical analyses from private laboratories for each individual case was formerly almost prohibitive because of the cost, and there were so many cases in which the evidence pointed so feebly to willful or malicious poisoning that under the old system a large number of cases which should have been investigated were passed over. With our present well equipped laboratory all doubts are promptly cleared, leaving no stone unturned in the search for the true cause of death, and this greater efficiency is at an expense infinitely lower than under the former system, when the services of private laboratories were enlisted in a few marked cases only.

Our experience in the work already shows clearly that the percentage of cases that would have been entirely passed over under the old system is almost equally important from the standpoint of results obtained, as the pronounced cases in connection with which investigations were invariably made, and the variety of work now accomplished in this laboratory is of so wide a scope, many questions being solved and statistical records compiled which could be obtained in no other way, as to fully justify the Coroner in adding this department. A case in point is the death of Mr. B., who after a night's debauch had taken morphine, a habit to which he was addicted, in a quantity which for him would have been safe except for the fact that with the morphine he took a dose of acetanilid, the latter drug so increasing the toxic effect of the former as to cause death. On autopsy, both drugs were found in the body, though not a sufficient amount of either one to cause death if administered without the presence of the other.

The Coroner's laboratory has rendered valuable service to the police department and to the office of the State's Attorney in the examination of knives, wearing apparel, earth and stones, to discover the presence of human blood, which can be readily differentiated from other blood when sufficient material is submitted; and an alphabetically arranged index is maintained of all cases, with the findings in each. In all cases where the material submitted permits, portions of organs, clothing stained with blood or seminal fluid, are preserved and held as evidence.

Recently a sudden death occurred from cerebral hemorrhage, and our pathologist could find no condition to warrant the hemorrhage, and so

The Coroner's Chemical Laboratory.

suspected gas poisoning. A sample of blood was sent to our laboratory, and examination justified the suspicion, carbon monoxide being found.

The most common source of carbon monoxide is its production in ordinary coal stoves, grates, furnaces and illuminating gas. It is the product of the incomplete combustion of carbon, due to insufficient supply of air. Carbon monoxide when pure is colorless, tasteless and practically odorless, this latter physical property making it especially dangerous as a source of poisoning.

Our usual source of asphyxiation is through the medium of illuminating gas, which has the odor of the hydrocarbons which accompany carbon monoxide, but this does not prevent many accidental poisonings, as the odor may not be perceived by those in deep sleep or by persons with a defective sense of smell.

The number of accidental and suicidal poisonings in large cities from carbon monoxide now exceeds that of poisoning by any other agency. In Cook County alone our records show a steady increase in death by such asphyxiation:

Table No. 86.

	1910	1911	1912	1913
Accidental	127	103	110	148
Undetermined	65	66	61	64
Suicidal	116	115	153	163
By water heaters	4	7	10	1
Total	312	291	334	376

The proportion of carbon monoxide varies greatly, from four to ten per cent in coal gas to thirty-five per cent in water gas. Almost all illuminating gas contains a large proportion of water gas, so that when this gas is discharged into inhabited space it becomes exceedingly dangerous. An atmosphere containing two-tenths per cent of carbon monoxide is capable of destroying life. The delicacy of this poison is shown by the case of two workmen who were overcome by the fumes arising from a pile of burning cinders, beside which they sat to eat their lunch in the open air. Sufficient of the fumes, even so diluted, was inhaled to cause the death of one of them, and the other was resuscitated with difficulty. From this it is clear how great care should be observed to prevent gas poisoning in homes through the medium of incomplete combustion or leaks from stoves or gas pipes.

Carbon monoxide combines chemically with the haemo-globin of the blood to form a stable compound. The blood corpuscles thus lose their power to carry oxygen, and produce a condition similar to internal asphyxia, the nutriment of all the tissues being impaired. In cases of poisoning from gas the patient should immediately be removed to a pure atmosphere and given inhalations of pure oxygen. Everyone should adopt the Safety First idea and insist that all gas stoves and plates be connected by metal instead of rubber tubing, that a pipe should lead from the gas stove to the flue, so that in case of a leak or "dropping back" of a burner the poisonous gases may be carried out. Not only fires, but many lives can be saved by careful attention to these points.

The numerous cases of accidental and suicidal poisonings with bichloride of mercury make it imperative that there should be a more stringent enforcement of the law regarding the sale of poisons. The Coroner's recommendation of a law that all poisons be placed only in bottles of peculiar shape, with porcupine or serrated edges, so as to be felt in handling in the dark as well as in the light, will go far toward eliminating the present

record of accidental poisoning. In Cook County during the past year there were six deaths from bichloride of mercury poisoning, besides numerous other accidental poisonings, that could have been entirely avoided by the use of SAFETY bottles with serrated edge.

The great similarity in appearance of bichloride of mercury tablets, as to shape, color and size, to those of aspirin, lithia and alkaline antiseptic tablets, makes it imperative that all mercury and other poisonous tablets should be made up with coloring matter and be shaped by some irregular pattern, to constantly impress the individual, nurse or clerk with the realization that he is handling a poisonous drug. This suggestion, coupled with that of having Safety Containers, would eliminate most of the accidental poisonings.

Table No. 87.

SPECIMENS ANALYZED IN THE CORONER'S LABORATORY FROM JUNE TO NOVEMBER 30, 1913.

Abortifacients	9
Acetanilid	1
Alcohol	3
Arsenic	2
Benzine	1
Bichloride of mercury	1
Blood, examination of, for carbon monoxide	6
Blood, examination for human	22
Bone, identification of	1
Creosote	1
Cyanide	1
Disinfectant, complete analysis	1
Drugs, complete for all poisons	39
Morphine	1
Poisons, complete analysis of organs	15
Semen from a rape case	1
Strychnine	2
Water, complete analysis for all poisons	2
Roach powder	1
Stomach contents	3
Food, for poisons	4
Urine	4
Powder marks	2
Total	123

The Court Reporting Department

By SIGMUND S. TARSKI,
Chief Court Reporter.

This valuable adjunct of the Coroner's office was organized in the early part of 1908 by the addition of one court reporter to the Coroner's staff, and has been gradually increased until the nimber at the present time is seven. Previous to 1908 all the evidence in the Coroner's office was taken in longhand, but in that year the Coroner was instrumental in having a law passed dispensing with signatures of the witnesses to the testimony, only requiring the testimony to be certified to by a competent shorthand reporter.

The Coroner recognized that it is most important in civil suits that those interested in the facts surrounding the death should have a full transcript of the testimony, accessible not only to the defendant but also to the heirs at law and next of kin, who heretofore had been obliged to rely upon meager statements and in a large measure suffer loss of much legal evidence. In a great many cases the relatives of the poor unfortunates who met death were financially embarrassed and could not afford to pay for a court reporter or even a lawyer at the time of the inquest. After they recovered from the shock and secured counsel, if the cases were not taken in shorthand they would suffer the loss of much evidence.

In homicide cases this shorthand testimony is most essential to the State's Attorney in working up his cases for trial. Carbon copies are made of every transcript, and are accessible, free of charge, to anyone interested in the case.

The following is a report of the work done by this department for the years 1912 and 1913:

Table No. 88.

Number of cases, 1912	1,298	Number of pages, 1912	33,393
Number of cases, 1913	1,634	Number of pages, 1913	44,885

A Day in the Coroner's Office

Below is given what may be considered a typical day in the Coroner's office. The telephone calls begin at about 7:30 in the morning, reporting cases, and continue until eleven at night, although the calls do not end here, as the Coroner himself is invariably called up at his home after the office closes, having been aroused as many as fifteen times in a single night to receive these reports, and it is a common matter for him to be called from the table two or three times during a meal. The person receiving these messages of sudden and violent deaths gets as complete data of the case as is possible from the one reporting over the telephone. In accordance with the system of assigning the deputy coroners to cases, as described elsewhere in this report, a deputy is assigned to each case, by far the larger part of the cases reported being taken care of on the same day as reported. If the nature of the case requires it, one of the staff of court reporters accompanies the deputy coroner in order to take the testimony which becomes part of the record of the case kept on file in the office.

It is the duty of the deputy coroner to collect his jury and to take the evidence on the case and make record of it for the permanent files of the office, the verdict of the jury being rendered after the evidence has been presented. The time necessary to devote to a case varies from possibly an hour to half a day or even longer, with the necessity on occasional cases for a continuance in order to secure more evidence or go more fully into some phase of the matter. Cases are frequently continued to a later date in order that there may be a court reporter to take the evidence, one not being available at the time of the first hearing. The average time for conducting an inquest would perhaps fall between two and three hours.

The following cases are taken fron the actual resords, and are typical of those reported and taken care of by the Coroner's office day after day, the year through:

Baby, age 10 days, smothered in bed clothing.

Mary C., 16 years, telephone operator, knocked down and run over by automobile.

Charles S., 22 years, railroad fireman, run over by engine.

Clara D., 49 years, housewife, fell down stairs.

William O., 36 years, machinist, suicide by inhaling illuminating gas while temporarily insane.

James H. S., 46 years, accidental asphyxiation.

Martha K., 23 years, housewife, septicaemia, due to an abortion.

Clara E. P. 54 years, suicide by shooting.

Ethel W., 3 years, scalds, due to pulling pan of hot water off table.

Emma S., 25 years, seamstress, suicide by inhaling illuminating gas on account of being despondent.

Giuseppe D., 45 years, street cleaner, struck and run over by automobile truck.

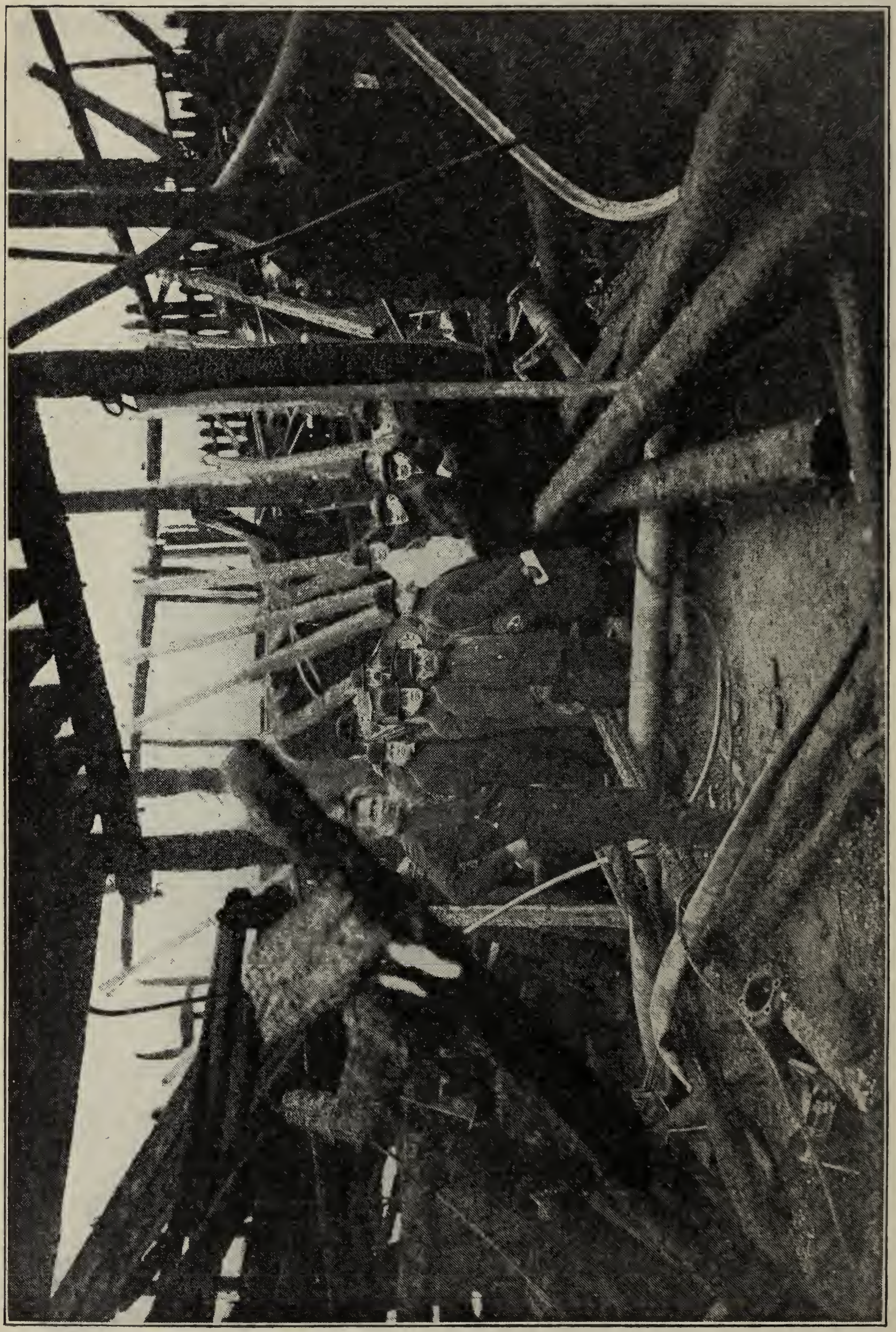
Otto J., 46 years, porter (saloon), delirium tremens.

James D., 55 years, operator, organic heart disease and chronic Bright's disease, alcoholic.

Elizabeth H., 35 years, housewife, homicide by incised wound of the neck.

Albert C., 19 years, machinist, caught and crushed in machinery.

The Need of Public Safety Instruction in the Schools.



After the Crib Disaster.

George S., 46 years, driver's helper, accidental fall from wagon.
Hanna O., 32 years, housewife, septicaemia following abortion.
George W. S., 38 years, laborer, accidentally fell into elevator shaft.
James H. C., 39 years, laborer, run over by street car.
Katherine M., 32 years, homicide by shooting.
James F., 34 years, hodcarrier, delirium tremens.
John R., 28 years, teamster, suicide by shooting.
Lusan B., 24 years, car worker, struck by railway engine.
Edward T., 17 years, railroad laborer, run over by freight car.
Frank O., 22 years, laborer, exposure due to the extreme cold.
Andrew K., 24 years, laborer, septic infection following gunshot wounds.
Carl T., 20 years, janitor, fell down elevator shaft.
Jesse J. C., 69 years, mail clerk, hit by automobile while crossing street from behind street car from which he had alighted.
Stanislaus S., 44 years, woodworker, fell over iron railing, distance of ten feet, to pavement.
Barbara S., 26 years, housewife, septicaemia following abortion due to strain from heavy lifting.
Harry B., 2 years, scalds from falling into bucket of hot suds sitting on floor.
Nellie K., 5 years, burns due to playing with matches.
John W., 10 years, struck and run over by street car while crossing in middle of block.

Some Typical Coroner's Cases

The deputy coroners have no need to read the mysteries of fiction nor witness problem plays on the stage, for in the routine of their regular duties from day to day they are confronted with more of the "problem" element of life, more that is strange, weird and mysterious than the wildest imagination could picture. In addition to these elements they must also face the fact over and over again that tragedy and death might have been averted if only just a little carefulness, a little foresight had been exercised. The following brief stories have been supplied by the deputies from their actual experiences, and are thoroughly typical of the continuous stream of cases that flow through this office from one year's end to the other:

The Crib Disaster—

All Chicago remembers how by the explosion of a thousand pounds of dynamite in the hands of an inexperienced and uninstructed workman, seventy-nine lives were lost in midwinter to the intake crib. The photograph on the opposite page shows a portion of the debris and some of the officers called to the scene at the time. It will be remembered that these seventy-nine were buried together in South Chicago in one great L-shaped grave, it being impossible for friends or relatives to identify any of their own, though they knew they were there. To obviate deaths from a similar cause, the Coroner recommended an ordinance, which was passed, making it compulsory that all those who handle high explosives, giant powder, dynamite, etc., must first secure a permit and demonstrate their knowledge and qualifications for this dangerous and responsible work. The crib disaster is one of the most costly lessons the people of Chicago have ever received.

The Folly of Making a Clothes Horse of a Gas Fixture—

Mrs. A., returning to her home tired and worn out from a forenoon's shopping trip, placed her wrap upon a wall gas bracket in her bedroom, and lay down for a quiet rest. A large Newfoundland dog, companion and guardian, also lay down upon a rug at the side of the bed. Several hours later the husband coming home found both wife and dog lying dead. Investigation disclosed that the collar of the lady's wrap had partially opened the valve of the fixture allowing gas to escape, causing asphyxiation.

A similar case was that of a locomotive engineer arriving home about noon, tired out from a long run. After lunch with his wife he retired to an upper bedroom for a nap. He was found thirty minutes later, asphyxiated by gas and dead. It was discovered that the deceased had taken off his collar and tie, throwing them over the arm of the gas fixture suspended from the ceiling, accidentally opening the gas valve.

The Treachery of Old Lake Michigan—

There is always danger of cramps to the hardiest and most experienced swimmer. A young Norwegian of strong fibre and a good swimmer planned a trip to Norway to see the old folks. All arrangements were made, steamer ticket purchased and the day fixed for his departure. The evening before, a farewell party was held in his honor at a home near the

lake shore. About 2:00 A. M., in a spirit of adventure a challenge was made by one of the party for a swim in the lake. The challenge was accepted and a run to the water was made by the young men. The hardy Norseman, unafraid, disrobed and sprang head foremost into the icy water. His life paid the penalty.

Burns to Cause Death Need Not Cover Large Area—

Mrs. B. cooked some starch, hardly a pint, for her small wash, placing it in a pan outside the door on the walk to cool. She did not think of the danger any more than did her baby daughter, who, toddling along the walk, upset the starch and fell into it, sustaining burns which caused her death. Nor was the danger under somewhat similar circumstances appreciated by another mother who placed a vessel containing a small quantity of scalding hot water in the kitchen sink, within reach of the youngest of the household, a child of two years, who reached up her chubby hands and pulled the vessel over, so that the contents spilled down on her shoulders and trunk, causing untold suffering and eventual death.

Danger in Anything Inflammable—

A little three-year-old got hold of a "Christmas sparkler," supposed to be absolutely safe, and held it while it sparkled. The metal holder became red hot and the little one placed it against the dress of her big sister, who stood at the table ironing. It ignited her clothing and she burned to death.

In an open space back of a big manufacturing plant the company was accustomed to burning old wagons, etc., in order to get rid of the wood and sell the iron. The man employed to do this work was supposed always to make sure that the fire was out before leaving it. Children sometimes came there to play and to pick up kindling. He was careless. One day the fire had burned down and seeming to be only a mass of dead ashes, the caretaker left without precautions to insure that it was entirely out. A little girl came to pick up wood. The wind blew a live coal against her dress, setting it on fire and she was burned to death.

Three Errors—One Death—

A north-bound car had stopped on the wrong side of the street. Mrs. G. crossed at the rear of the car in the middle of the block. A south-bound automobile instead of passing the car on the west, crossed and passed on the other side. As Mrs G. came from behind the car she was struck by the automobile and died from her injuries. There were three distinct errors—the woman crossing in the middle of the block, the street car stopping on the far side, and the automobile running on the wrong side of the street.

A Mental Lapse—

A street car on its last trip at 11:30 P. M. on South Western avenue telescoped a lighted car standing at the end of the line near 71st street, the motorman being killed in the collision. He had stopped the car properly to let passengers off at 69th street, a little more than one block from the end of the line, but speeded up to about fifteen miles an hour, a fact that caused witnesses to remark that he was going too fast to make the stop in the necessary distance. When about six feet from the empty car at the end of the line, he suddenly threw the lever and put on the brakes, but it

was too late and his life was forfeited. Inquiry developed the facts that he was a man of good habits, that he did not drink, that he had not been working overtime, that he had operated on this same line for three years, and that the mechanism of the car was not defective. The only possible explanations were that either this was a case of gas pressure in the stomach causing auto-intoxication from a wrong combination of foods, or a sudden case of absent-mindedness while reflecting on some personal problems. The motorman's rugged physical condition was a bar to his being classed as a neurasthenic, and no evidence was deduced to indicate epilepsy or any other form of inhibiting spasms.

An Avoidable Accident—

The death of Charles L., a young fireman only twenty-one years of age, in one of the railway yards, resulted from a switching accident in which a locomotive was backing on a lead track when a box car by signal was "kicked" down upon the same track, signals being reversed, but not in time to avert the collision. In this case the Coroner's jury recommended the passage of a law making it illegal for cars to be switched onto a lead track already in use, for notwithstanding watchfulness and signals, accidents of this kind will frequently occur unless this practice is done away with entirely.

Wood Alcohol Claims Five—

A post mortem on the body of a man brought to the morgue developed the fact that he had died from wood alcohol poisoning. While the inquest was being held a second man was brought in from the same place, he too having died from the same cause. The Deputy conducting the case was unable to get any information from the two witnesses, although he was convinced that they had knowledge of the matter, and in fact told them that they appeared to be suffering from the same poison and that the truth from them might make it possible to save their lives. They would, however, tell him nothing, and he finally had them locked up pending the time when they were willing to tell what they knew. In the meantime a third man who had been one of the party, and who had taken a train out of the city, died on the train from the effects of wood alchhol. Within twenty-four hours the two witnesses also died, one of them making a statement just before death to the effect that the five of them had broken into a store and secured among other things a quantity of what they supposed was grain alcohol, but which proved to be wood alcohol, and of which they all drank.

Carbon Monoxide Poisoning—

An inquest was being held on the body of Mrs. M., in the kitchen of her own home, she having been found dead on the floor of her bath room, supposedly from heart disease, there being no odor of gas to indicate asphyxiation. The deputy coroner conducting the case having had experience in such matters and observing a cat rubbing against the leg of the table, without comment put the cat in the bathroom and closed the door and went on with the case. After questioning several witnesses whose testimony would indicate their belief in the theory of heart disease, the deputy opened the bathroom door, and there before the eyes of the jury lay the cat dead on the floor, demonstrating that here was one of those cases of carbon monoxide poisoning frequently resulting in Chicago from imperfect combustion of instantaneous water heaters which were formerly placed in bath-

Burned by Tipping over Kettle of Scalding Water—Died Three Days Later.

rooms without a vent pipe leading out of doors. Hence the jury returned a verdict to this effect.

No Vent Pipe from Water Heater—

Mr. B., a thrifty young man of twenty-five, proprietor of a restaurant in the town of Cicero, slept in a bedroom in the rear of the establishment in order that he might supervise the place both night and day. Connected with the bedroom was a bathroom equipped with an instantaneous water heater, which if located in the city of Chicago would by law have been equipped with a vent pipe to carry its fumes to the open air. After closing up on this evening, Mr. B. prepared to take a bath. The water and gas were turned on, and sitting on a low stool when he had barely finished undressing, he was overcome by the carbon monoxide gas and was there found the next morning by his employes. This life could have been saved, had the authorities of Cicero followed the recommendations of this office and passed a law making it compulsory to fit water heaters with vent pipes.

Boiled in a Bath—

A middle-aged traveling man stopping at a prominent downtown hotel, prepared to take a bath before retiring. Evidence showed that he apparently lay down in the tub and turned on the hot water, and became unconscious from some cause. The tub filled with the boiling water to the level of the overflow pipe, and the door of his room being locked on the inside, was not forced open until two days later, when the remains were found with the flesh scarcely adhering to the bones.

Unwarranted Recklessness—

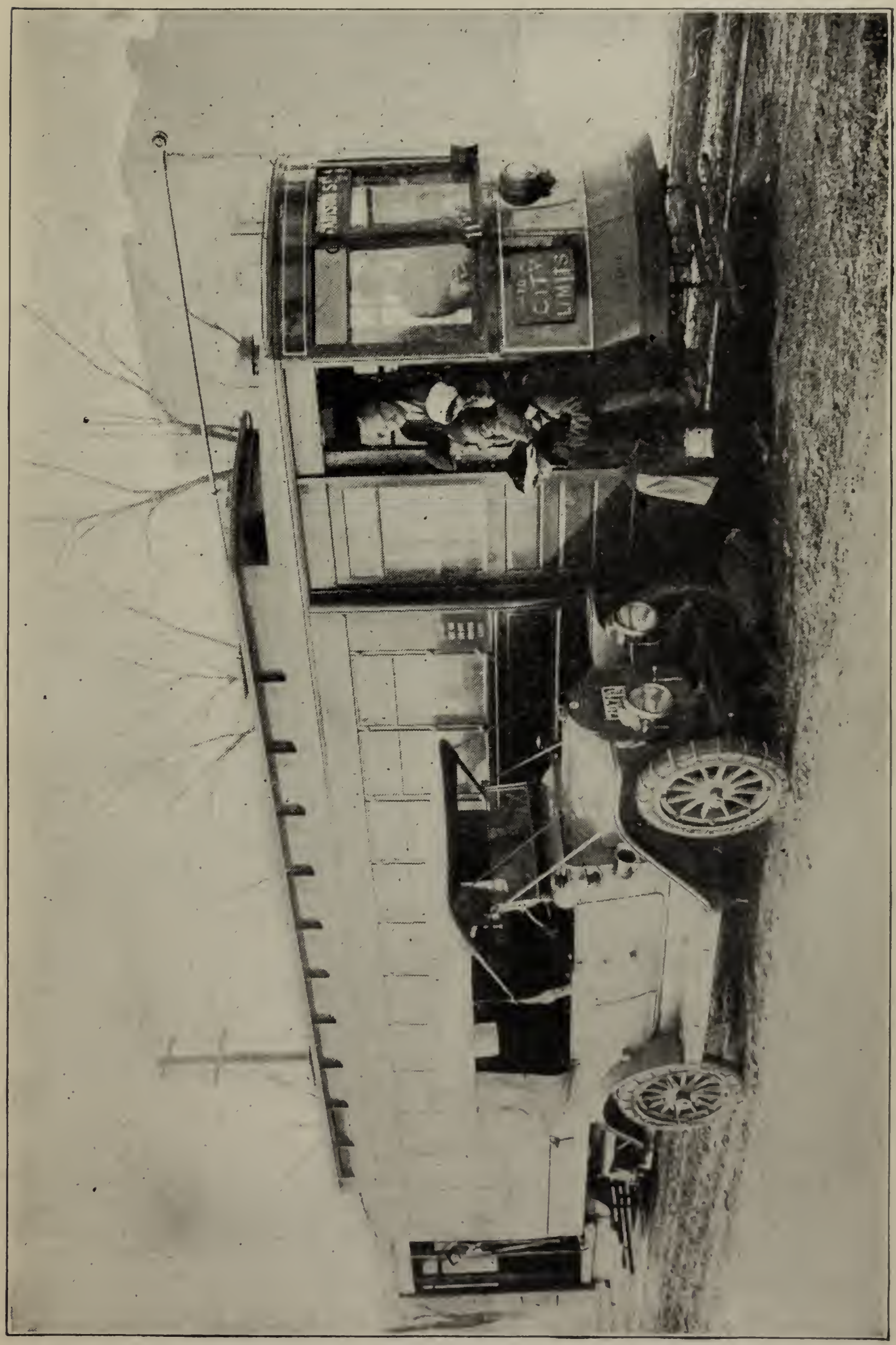
Lewis B., a youth of nineteen, became intoxicated, and his friend, George K., also somewhat exhilarated, took his revolver from him as a matter of precaution. Entering a saloon where both had previously been drinking, he joked with the bartender about his chum's condition and showed him the loaded pistol. A porter engaged in sweeping the floor bantered him about his marksmanship, and, placing an inverted brass cuspidor on his own head, dared the young fellow to hit it. After some chaffing the shot was fired. It struck the convex surface of the cuspidor, and glancing downward crashed through the brain of the porter, killing him instantly. It was clearly shown at the inquest that the shooting was a piece of gross recklessness.

A Careless Mother—

Mrs. J., having finished her washing, emptied part of a boiler of hot suds in a dishpan, preparatory to scrubbing the floor. Baby Blanche, two years old, was playing near her. The mother was called to the front door. She returned in less than three minutes, to find that the little one had toddled from the corner where she had been playing and fallen headlong into the boiling suds, her death from scalding and drowning being almost instantaneous. Nearly 1,500 fatalities of more or less this character have occurred to minors under sixteen years of age in the nine years of my administration of the Coroner's office.

Hopes Blasted by Industrial Accident—

Joseph K., a Polish laborer, had left his wife and three children in the mother country and come to America, where he hoped to save enough



The Violation of an Ordinance.

from his wages to send for them soon. Through an employment agency he secured a job immediately on his arrival, in a Chicago foundry, at $1.75 a day, and was assigned with several others as helper to place car wheels and other heavy iron pieces under an immense drop hammer, and to then shovel out the crushed metal after it had been broken into sizes fit for use. After placing wheels, etc., in the pit ready for the hammer, the helpers would step behind a plank partition to protect themselves from the deadly flying fragments. Less than a week after Joseph had secured this job, and before he had even learned enough of our language to properly understand the instructions and warnings from his superiors as to the danger of his position, he went to his work one morning with a zeal and determination to do his best, having just written his wife that in four months he would be able to save enough from his wages to send for her. Far from "soldiering" on his job, he went to his work with a will, and while adjusting a heavy wheel in the center of the pit where the hammer would strike it squarely, the defective catch opened, the hammer fell with tremendous force, mutilating every portion of his body until no part retained any semblance of form, and scattering the remains to all points of the apartment in which the pit was located. Tens of thousands of accidents due to hazards of occupation have been occurring annually for years in this country. Is it any wonder that the Safety Movement has become a determined, fierce demand that an end shall be made to committing this class of avoidable accidents?

Death of Inexperienced Workman—

A. D. R., a young man of twenty, left his home in Wisconsin, where he had been living on a mortgaged farm with his mother and sister, and came to Chicago to earn money to help his family out of their financial straits. He secured a job in a machine shop at $10.75 per week and had held this position only a few days when under the direction of a foreman he was sent aloft on a ladder to adjust a belt on a pulley directly over a machine that was not protected nor safeguarded in any way. In his effort to do his best for his employer he leaned far out, made a false move, was caught in the machine and torn limb from limb. On being interviewed by a reporter the following day, the proprietor of the shop said he had given order to safeguard this machine so that a similar accident could not happen in the future; but a courageous young life on whom the family on the farm had pinned their hope and faith, had been snuffed out, yet the whistle blew the following morning with the same note, and the machinery hummed on the next day and the next—and still stultified people wonder why the Safety Commission has come into existence! The above accident occurred because the factory inspector had neglected his duty, the proprietor had neglected his, and the foreman was guilty of criminal negligence by placing a new and uninstructed hand at dangerous work.

Infection from Kissing a Dog—

Nellie C., a rosy-cheeked girl of eleven, came home from school at noon with a high fever. The parents, not easily alarmed and scarcely able to employ a physician, put her to bed, thinking she would be well by the next morning. The father went to his work early and the mother, having a large washing and finding that the little girl refused breakfast, left her in the room upstairs during the forenoon, but her condition was so serious at one o'clock that a physician was called and she died an hour later, the physician being unable to determine the exact nature of her

malady. A Coroner's inquest was necessary, at which a neighbor testified to having seen the little girl kissing the mouth of her spaniel dog the day before. As it is well known that dogs are insensible to some germs that are deadly to human beings, this surely should be a warning against affectionate demonstration to animals on the part of both old and young.

Death Through Lack of Foresight—

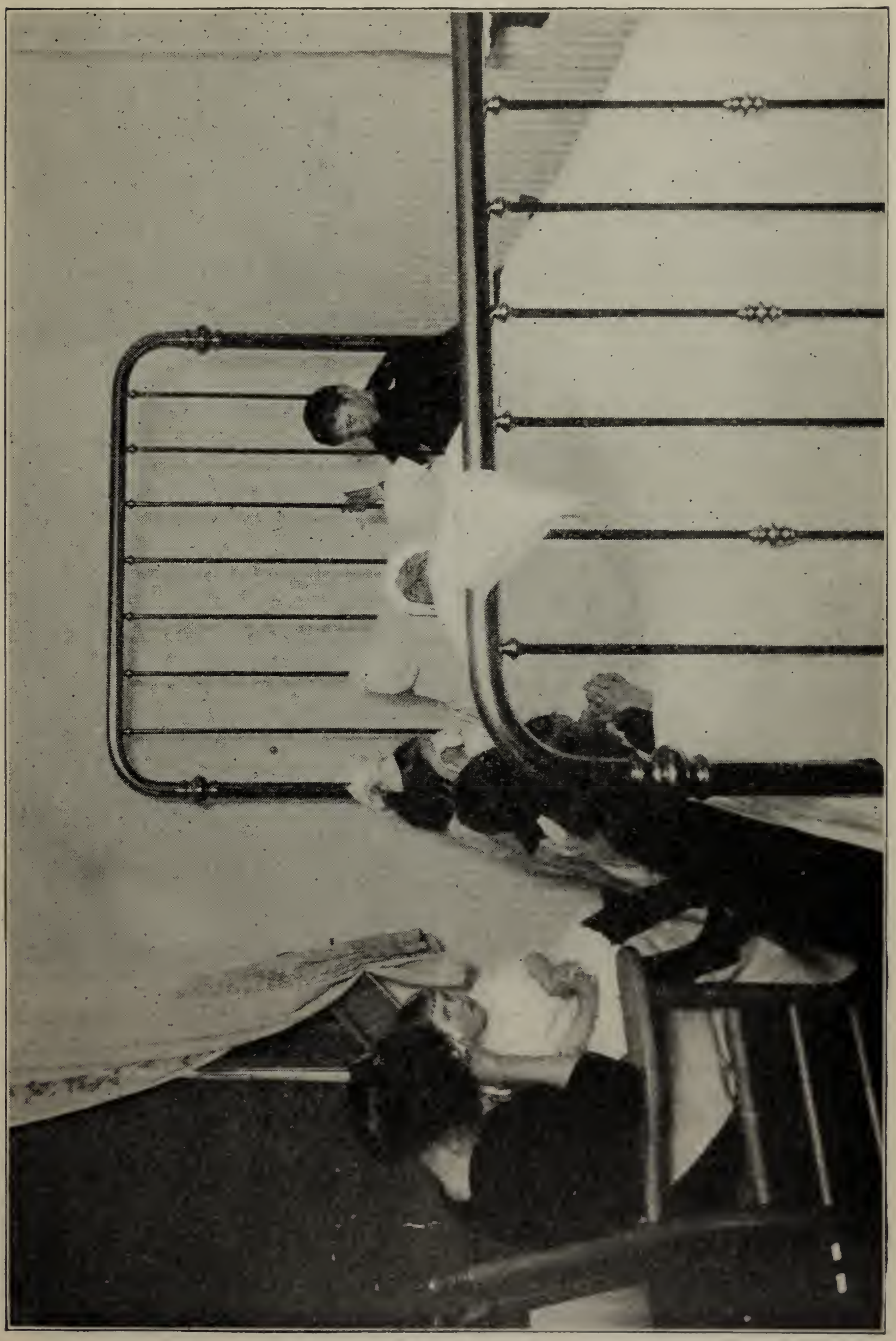
L. W. H., a young yard man of good habits and exceptional promise, stood on the footboard of a switch engine as it was rounding a curve to pick up a freight car. Instead of the couplers coming together as expected, they slipped past each other on account of the curve, and he was crushed between the engine and the car. The alarm was given, the engine halted, and as four of his associates extricated him and laid him between the tracks he said, "Boys, I am going—fast. Kiss me for my wife," and one of the crew, a sturdy, manly man, kneeled down and kissed him on the lips, and conveyed the details as they occurred to his young wife, to whom he had been married only four months, and who was to become a mother. This story was told at the inquest, the tragedy and tender pathos of it breaking down every person present, so that there was not a dry eye in the room. The story is told here to illustrate some of the heartrending details with which the Coroner and his deputies are brought into daily contact.

The two foregoing illustrations especially emphasize the need of breadwinners with families dependent upon them, to make proper provision by insuring their lives, so as not to leave poverty and destitution behind them in the event of sudden or violent death; 41,692 having taken place in Cook County in nine years during my administration of the office of Coroner.

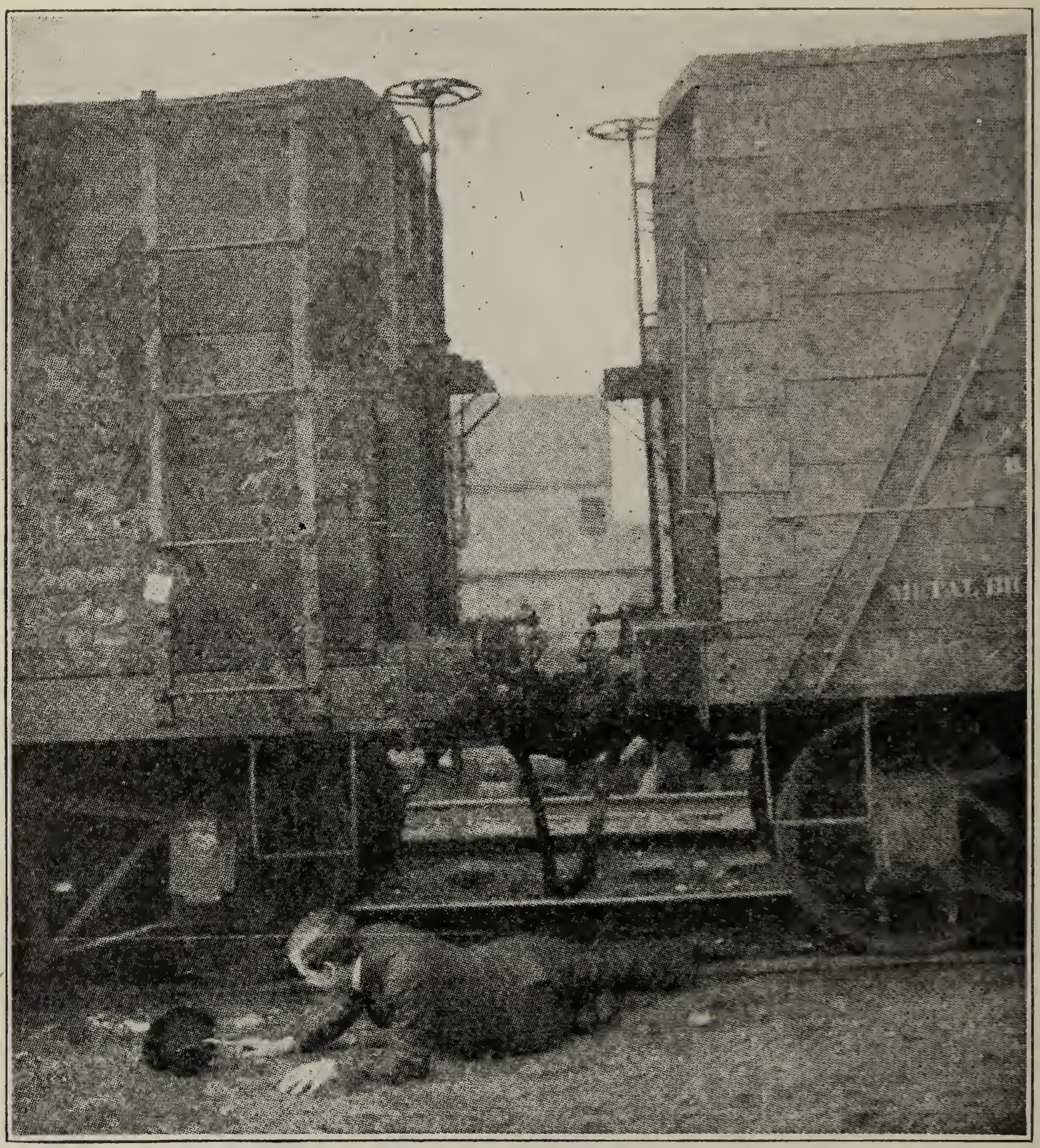
In the year 1913, $53,210,436 were paid out to beneficiaries by the Accident Insurance Companies of the United States, more than half of this large sum going to the families of breadwinners who otherwise would have been left without means of support; and in addition to the above, $208,700,977 were paid in 1913 in death losses by the regular Life Insurance Companies, and $99,464,361 in the same year by Fraternal Organizations, the majority of the latter going directly to the support of families left without incomes, thus helping to eliminate a principal source of bad citizenship; for those who meet sudden and premature deaths are usually in the prime of life, with families to support, and our records show that criminals are largely recruited from those who are obliged to grow up on the street without home influence.

The time has come when our "soldiers of industry" should provide as good care for their families as our Pension Bureau is designed to do for the families of our soldiers of war, so that the surviving widows and orphans may not be left destitute. It is a crime for which both heads of families and society are responsible to permit children to grow up in the streets without proper care, food and education, with merely a choice between secret poverty and public alms, for the latter always humiliates and the former brutalizes—a condition from which our almshouses, jails and asylums reap their harvest.

"Thank God, Doctor, My Life Insurance is Paid Up."



"My Insurance has Lapsed—and You are Left Penniless."



The Fate of a Trespasser.

In Case of Accident, Pending the Arrival of a Physician, Observe the Following.

From the experience of this office and the experience of the physicians of the Coroner's office, we find that the death rate can be materially decreased by the intelligent handling and caring for those whose injuries may not be fatal, if immediate and intelligent aid is given them at once. This information is given at the conclusion of the report. We therefore append the following suggestions for the enlightenment of those who may have the immediate care of the injured, that their intelligent assistance may save lives that would otherwise be lost. This information,

however, is not to supplant the duties of a physician under any circumstances, nor should the attendant upon the injured neglect to summon medical aid.

Any person of ordinary intelligence may be of service until the arrival of the physician.

(a) **Drowning—Asphyxiation**—Rescue body from water and free body from clothing which binds the neck, chest or waist, thrust finger in mouth and remove anything accumulated there; turn the body over, face downwards, clasp the hands under the pit of the stomach and raise the body so as to compress the belly and expel the water from the lungs and stomach; then lay body on its back, the head and chest slightly lower than the hips; draw the tongue out of the mouth and perform artificial respiration in this manner: Resting on one knee behind the head, seize both arms (which have been bent at the elbows) near the wrist joint, placing your thumb on the little finger side, then with sweeping horizontal movements carry the arms over the head and make strong pull for a few seconds, then bring the arms down in front of the chest and make strong pressure with them against the lower ribs for one second, about 16 complete acts of respiration produced each minute; the body should be constantly rubbed (toward the heart) and warmth applied by hot bottles, brick, clothing, etc. These movements should not be abandoned until a competent person or physician can state that life is positively extinct.

(b) **Hanging**—Cut the rope and remove it from the neck without allowing the body to fall to the ground, and proceed with artificial respiration, same as in case of drowning.

Sunstroke and Heat Stroke—Immediate treatment. Remove person to cool and airy place; as much of the clothing as possible must be removed. Apply cold to head and body, using cold water or ice rubbed over the chest, placed in the arm pits and on the head. The person may be placed in a cold bath or wrapped in a wet sheet with renewed applications of cold water or ice until consciousness returns.

Burns and Scalds—(a) **Fire**—When a person's clothing catches fire, the wearer must not run about, but lie down, roll over and over, or be covered with a rug, piece of carpet, blanket, shawl, coat or any woolen thing (not cotten or linen). If the sufferer loses presence of mind, anyone looking on should do it. After the flame has been extinguished, as much of the clothing as has to be must be clipped away and the burnt surface covered with sweet oil, castor oil or vaseline. If none of these are at hand, pure lard or soapy water should be used. If the burn is very extensive, the entire body may be immersed in a bath, kept at 100 degrees Fahrenheit, in which two or three pounds of baking soda have been dissolved, or containing soap suds or salt, a heaping teaspoonful to each gallon of water used.

Scalds by steam are to be treated the same as burns by fire, of the same degree.

Burns by acid should be deluged with water containing a teaspoonful of ammonia to the pailful of water, and followed by oils as above.

(b) **Alkalies**—Burns by alkalies should be treated with application of vinegar and followed by oils.

(c) **Gases**—Vapors and Smoke. Remove body into the open air and proceed with artificial respiration, **as in drowning.**

(d) **Foreign Bodies in Throat**—Use fingers or forceps to remove obstructing body; vomiting may remove it. The same may be true of holding a person head downwards and slapping on the back; in children, hold the body up by the heels. If the obstruction is removed and respiration has ceased, perform artificial respiration, **as in drowning.**

(e) **Drunkenness**—In case of profound drunkenness, if the body is cold and the skin is clammy, apply heat externally. If hot weather, keep body in shade and apply cold water or ice to the head and chest, if the body is dry and hot.

Fits, Convulsions and Unconsciousness—(a) **Fainting**—A fainting person must be laid flat, the head being slightly lower than the body; heavy wraps, tight collars, corsets and waist bands must be loosened; sprinkle water upon the face.

(b) **Epileptics**—Epileptics should not go about alone or go into crowded places. When attacked by a fit, place the body face up and in free place where the convulsive movements will do no injury. Soft pieces of wood should be thrust between the teeth, to prevent biting the tongue. When the convulsion is past, usually a profound sleep follows, and this should not be disturbed. An epileptic should have his or her name and address sewed just inside the collar of coat or dress.

The treatment suitable for all cases in which there is doubt as to the cause of unconsciousness is to secure quiet and rest, the body being laid upon its back (the head a little raised) with plenty of breathing space **until medical skill arrives** or the body is removed to hospital or sanitarium.

Freezing and Frostbites—(a) **General**—If the whole body has been long exposed to extreme cold, with depression of vitality resulting, restoration of the bodily warmth is indispensable. To effect this, immerse the body in a warm bath and gradually bring the temperature up until it is hot as can be well borne. If the bath is not conveniently obtained. surround the body with heated blankets, hot bottles or bricks, or expose before an open fire; give hot tea or coffee.

(b) **Local**—All frostbites should be treated in the same way by hot applications and moderate friction (rubbing may be used). In the old practice of rubbing with snow, it is the rubbing, and not the cold snow, that does the good.

Electricity and Lightning—Never touch with any part of your body a live wire or lamp or generator or transformer while another part of your body is in electrical contact with the ground. Never touch a live wire with both hands at once or allow two parts of the body to come in contact at the same time with a live wire or electrical apparatus. In rescuing the body of a victim of electricity, the above rules are important precautions; a rescuer is secure when wearing rubber boots and rubber gloves. In emergency, by use of a dry board under the feet or a book or folded coat, and the hands protected by thick dry cotton or woolen gloves or cloths, he may handle a live wire with impunity. When the victim has been released from the current he should be laid down in a safe place, his clothing loosened and have plenty of fresh air and bodily rest and warmth. If breathing is feeble or suspended, artificial respiration may be performed, **as in drowning.** Recovery may be looked for in all cases where the shock is not instantly fatal.

Lightning Stroke—The effects of lightning may be instant death or unconsciousness with great depression of the circulation or respiration. In hopeful cases allow rest, fresh air and warmth to the body, and artificial respiration if necessary.

Bites from Animals—Dogs, horse, cat or domestic animal bite. The wound should be thoroughly cleansed with soap and water and alcohol; suction or squeezing the wound under hot water, and thereby causing the wound to bleed freely, may remove any irritating material which may have entered the wound.

Bites of venomous snakes, if inflicted upon one of the extremities (arms or legs), the part should be encircled above the wound with a tight bandage or ligature.

Wounds—Bullet. Cover wound with a clean piece of linen, and call doctor.

Cut Throat—Keep the patient in a nearly upright position with the head bent forward, the chin resting on the breast bone, also hold compress over the wound firmly.

Lacerations—The wounds with ragged or blunt edges, such as are often caused by machinery, require immediate washing by a stream of water (pure or salt water) softly and steadily flowing down over the torn parts, so as to remove any foreign matter and dirt that can be dislodged, after which the parts may be placed as nearly as possible in their natural position and held with a clean compress. The victim should be in a recumbent position and removed. In severe cases if the injured person is pale, the skin cold and clammy, the pulse and respiration feeble, the eyes dull, pupils dilated, the mind dull or insensible, the person is considered to be in a state of shock. Warmth should be applied to the whole body by means of hot blankets, bottles or other convenient means, and some hot drink, preferably coffee, administered.

Hemorrhage—Than hemorrhage there is no accident more appalling, and none in which a little accurate knowledge may be used to better advantage.

(a) **Veins**—If the blood is dark in color, flowing slowly and steadily, it is due to wounded veins, and should be treated with direct pressure by applying a pad of dry folded cloth and binding it firmly upon the bleeding spot.

(b) **Arteries**—The blood from a wounded artery is bright red; it spurts or comes in jets, and should be checked as quickly as possible, for it may be very dangerous. The principle is to obstruct the artery between the cut and the center of the body. If the wound be in the arm or leg encircle the extremity above the wound by a stout bandage and twist until the bleeding ceases. Cover the wound with clean linen or a cloth and apply a bandage. Elevate the part as high as possible.

EMETIC TO BE USED FOR POISONING

(As described below.) In all cases where emetic is indicated, to cause vomiting, give warm water, with or without ground mustard or salt. Always give large quantities of warm water.

POISON AND FIRST AID ANTIDOTES.

Sulphuric Acid—Give flour and water, lime water, baking soda, washing soda or soapy water, sweet oil or olive oil or eggs and milk.

Oxalic Acid—Give milk, chalk, lime water and emetic.

Prussic Acid—Give milk, flour and water, oil, emetic.

Carbolic Acid—Give sweet oil, milk and raw eggs, alcohol and emetic.

Alcohol—Emetic, two tablespoonfuls of ammonia in a half glass of water; apply warmth to the body.

Alkalies—Caustic potash, caustic soda, lye or ammonia. Give vinegar, lemon juice, sweet oil.

Arsenic (Rat Poison, Paris Green)—Emetic, milk, raw eggs, castor oil.

Chloral—Emetic, artificial respiration, friction and warmth to the body.

Chloroform and Ether—Artificial respiration and fresh air.

Iodine—Starch water, milk, emetic.

Opium, Morphine, Codeine—Emetic, hot strong coffee or tea with grounds, leaves and all; teaspoonful ammonia in water; keep victim awake, striking body with wet towel and spanking; artificial respiration.

Phosphorus (Matches, Rat Poison)—Emetic, turpentine (teaspoonful in water), Magnesia. (Do not give oil.)

Strychnine—Emetic, charcoal.

Toadstools (False Mushrooms)—Emetic, whiskey, raw eggs and milk.

Corrosive Sublimate (Bichloride of Mercury)—Emetic, strong tea (leaves and all), raw eggs, milk, castor oil.

Unknown Poisons—Give large quantities of lukewarm water (nearest at hand, even if it is dishwater), emetic, milk, raw eggs, flour and water. If in collapse give strong tea, coffee and brandy or whiskey for stimulation.

CONCLUSION.

In the foregoing pages a sufficient demonstration has been made to show the direct and positive relationship which from the standpoint of public service and welfare must ever exist between the Coroner's office of every community and all organized efforts toward education and legislation directing to the safeguarding all avenues of danger to life and limb.

The comprehensive tables in the body of this book in some respects are but a start toward the lessons that will be taught by the Coroner's office as year after year these tables will be made more detailed, more accurate and reliable by improving our blank forms, our methods of gathering data and establishing new subdivisions to more vividly bring out the lessons involved. As stated in previous pages, statistics are the organized and classified experiences of past years; and as we learn by experience in this world, let us hope that from year to year the dreadful experiences here recorded will have a most wholesome effect in influencing both education and legislation to apply all the arts possible in the interest of saving human life.

Supplementary

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Coroner's Safety Bulletin No. 4
For Fortnight Ending November 6, 1914

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By PETER M. HOFFMAN, *Coroner.*

County Bldg., Chicago, Ill.

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RAILROADS.

The number of fatal accidents on railroads in Cook County during 1913 was 360. Under the general law of average increase for the past ten years, this would bring the total for 1914 up to 384; but the actual records for the first eleven months of 1914 show that a most gratifying change for the better has taken place, viz., a marked decrease, which in reality commenced last February, and which gives as total for the eleven months of this year 253 railway fatalities. Below is given the record for 1914 by months:

December	30
January	34
February	18
March	23
April	21
May	20
June	21
July	23
August	20
September	22
October	21
Total	253

If as an estimate for November we add 23, which is the highest number of fatalities for any month since February, we have a total for the year 1914 of 276, a decrease of 108 from what would have been the toll under the average rate of increase before the Safety First activities in my office and the work of the Public Safety Commission through the medium of the schools, the churches and the press began to take effect.

That this cutting down of 108 accidental deaths on railroads is due without question to the general educational campaign conducted by this office, by the Public Safety Commission and by the railroads themselves is proven by the fact that in various other lines the number of fatal accidents has been decreased this year in about the same ratio, a notable example being the street car fatalities. In 1912 these were 209, in 1913 they were 165, and for the first eleven months of 1914 the total is 120.

Estimating the number of fatalities for November on the same basis as for the railroad fatalities, we find that the complete total of street car fatalities for 1914 will be 141. It must be borne in mind that the actual decrease is greater than indicated by these figures, for the reason that there has been a steady increase in transportation on both railroads and street cars.

These two examples alone without further corroboration give unquestioned testimony as to the effectiveness of education in the field of Public Safety.

An analysis of the character of fatalities on railroads during the years 1913 and 1914 indicates clearly the direction which must be pursued in the future in relation to both education and legislation. For 1913 the record is as follows:

Passengers killed	9
Employes	132
Others	219
Total	360

Below is given the record for the first eleven months of 1914, both by group and by months:

Month	Passengers	Employes	Others	Total
December	2	12	16	30
January	1	12	21	34
February	0	8	10	18
March	1	9	13	23
April	0	10	11	21
May	1	7	12	20
June	1	6	14	21
July	2	7	14	23
August	2	7	11	20
September	1	3	18	22
October	1	8	12	21
Total	12	89	152	253

The comparatively few passengers on railroads who have met death speaks in highest praise for the efficiency of the managers in safeguarding the public. The numerous safety devices which have been installed by many railway companies are largely responsible for a reduction of fatalities among employes from 132 in 1913 to an estimated number of 97 for 1914, surely a splendid showing for one year. In order to further cut down this mortality rate the railroad companies should exercise special care in selecting men for the work of this nature who are not only physically strong and competent, but men who are cautious and who practice Safety First. The predominating number of "outsiders" who are neither passengers nor employes, who are in fact "trespassers" on the property and right-of-way of railroad companies indicates that both education and legislation must be employed if these figures are to be decreased.

The work of the Special Committee on Grade Crossings appointed by the Public Safety Commission, complete report of which follows, is indicative of the earnestness with which this body has undertaken to safeguard human life in the County of Cook.

The officials of the railroads running into Chicago have entered into full co-operation with the work of the Coroner's office and the Public

Safety Commission, and have supplemented this by a vast amount of safety work, educational work and safeguarding of employes and the public on their own part, with emphasis at the present time on the effort to protect trespassers against themselves..

In view of the very large proportion of railway accidents and fatalities resulting from people not employes walking upon the right-of-way, the Public Safety Commission of Chicago and Cook County is causing a law to be drafted making it a punishable offense to use the railway tracks or yards as conveniences or thoroughfares; this law not to be enacted not in the arbitrary interest of railway companies, but purely for the cutting down of the appalling loss of life that results from this particular form of trespass.

A general survey of this class of accidents and fatalities shows that out of a yearly total of something over 10,000 killed by railways in the United States, more than half are persons who go upon the tracks, upon cars, in yards or shops, without the right to do so, thus unnecessarily exposing themselves to danger. In addition to this large number who annually pay for their carelessness and heedlessness with their lives, about an equal number, by this form of trespass, are injured, in many instances being so disabled as to be unfitted for future usefulness.

In 1911 the total number of persons killed upon railways in the United States (including those killed instantly and those who died within twenty-four hours after accident) was 10,396; of these, the number designated as "trespassers" is 5,284. In tabulating the particular mode of death it is shown that practically 80 per cent, or 4,125, were "struck by car or engine," that is, were standing or walking upon the tracks; 1,034 were killed while on engines or cars; 520 were killed while getting on or off engines or cars and 116 from miscellaneous causes.

The general idea prevails that the majority of trespassers killed by railways belong to that class of homeless and shifting population known as tramps or hoboes; but the actual figures show that, on the contrary, by far the greater number is drawn from the resident population, laborers and others who make the tracks a thoroughfare on their way to and from work, or who walk upon the tracks when the public highway is wet or muddy, or to make a "short cut" to destination. There is also the annual toll of children and youths who play upon the right-of-way, or who, as in our cities, go upon the tracks or in the yards to pick up coal to supply needed fuel for the home.

In the careful investigation of one thousand cases, it was found that 489 resided near the place of accident; 321 resided at a distance from the place of accident, and the residence of the remaining 190 was not ascertained. In this investigation it was possible to determine that 764 were not tramps or hoboes; of the remaining, 50 were known to be tramps, and of 186 it was impossible to determine.

It follows inevitably from these catastrophes that many families are deprived of their wage earner and left destitute, with all that may mean in suffering and the lack of proper care and training of children, and the train of evils that follow these conditions.

The toll of those thus killed and maimed in the last twenty years in the United States is one hundred and eighty thousand men, women and children. It has been stated that the State of Illinois contributes more to this vast army than does any other state, Cook County more than any other county and Chicago more than any other city in the United States.

In attempting to draft a law to prevent this class of catastrophes, it should be borne in mind that it is not a "moral " issue, but a matter of

protecting people against their own heedlessness and lack of care for their own safety. It is not a measure to protect railroads, but to protect men, women and children from becoming victims of the railroads. It must also be borne in mind that legal measures alone cannot accomplish the work to be done—the educational force is the great factor, proper legal measures being supplementary. We will present and support the following bill for passage to the House and Senate of the State of Illinois:

INSPECTION OF GRADE CROSSINGS IN COOK COUNTY

At the last moment before going to press, we are in receipt of a report from the Special Committee on Grade Crossings, appointed by the Public Safety Commission of Chicago and Cook County. It is an old adage that "What is everybody's business is nobody's business," and nothing can so well illustrate the fact that the Public Safety Commission is **making it their business** to safeguard human life in this county as the following facts from their report.

The Special Grade Crossings Committee consists of Dr. William E. Buehler, Charles M. Hayes, Peter S. Lambros and Peter M. Hoffman, with Morrison Koerner, Secretary. Up to the time of this report six investigations had been made, in the towns of New Trier, Northfield, Niles, Wheeling, Maine, Leyden, Proviso, Elk Grove, Barrington and Palatine, and 180 surface crossings were inspected and a report of each sent to the railroad company concerned.

The number of crossings in good condition were 71 and the number regarded as fair were 47. The number of recommendations were as follows:

Widening crossing	34
New planking	36
Remove view obstruction	41
Widen approach	11
Decrease incline	9
Install bell	9
Install flagman	2
Build bridge	1
Fill in approaches	12
Reconstruct crossing	6
Fill in with cinders	14
Cover unused switch	1
Raise track and roadway	2
Close crossing at night	1
Close crossing entirely	1
Erect danger signals	3
Install gates	1
New rails at crossing	1
Railing along ditch	1
Conference R. R. Village and Drainage Board	3

Among the railroad officials who accojpanied the Grade Crossings Committee on one or more tours of inspection were G. W. Dailey, Superintendent of Wisconsin Division of C. & N. W. Ry., W. L. Webb, District Engineer of the C. M. & St. P. Ry., H. M. Eicholtz, Superintendent of the Galena Division of the C. & N. W. Ry., J. F. Dignan, Superintendent of the I. C. Ry., C. G. Bryan, Assistant Engineer of the I. C. Ry., S. S. Morris, Chairman General Safety Committee of the I. C. Ry., T. A. Sweeney, Superintendent of the Eastern Division of C. & G. W. Ry., A. B. White, Engineer C. & G. W. Ry., F. W. Urbahns, Assistant Superintendent Soo Line, J. S. Laughlin, Division Engineer Soo Line, Otto Gerbach, Engineer M. & W. Indiana Harbor Belt Ry., and also the Village Trustees and Highway Commissioners of all the villages and townships in which the grade crossing inspections were conducted.

The 360 railroad fatalities occurring in Cook County during 1913 and a number of most distressing accidents and deaths occurring recently at grade crossings in this county, demanding the Coroner's presence at inquests over the bodies of men, women and children, are among the influences which brought about the appointment of this Special Committee by the Public Safety Commission, every trip of inspection having been attended by the Coroner himself.

Nothing more clearly indicates the effective work being done by the Public Safety Commission of Chicago and Cook County than the reports sent to each railroad company involved of the conditions found at each grade crossing visited, and the following letters forwarded by Morrison Koerner, Secretary of the Committee, which constitute but a small part of the voluminous correspondence with all the parties concerned:

Mr. William Lawson, Pres., Board of Trustees, Des Planes, Illinois:

DEAR SIR—A special committee of this Commission recently made a trip of investigation over the Soo Line Railroad with a view of having the grade crossings of this railroad placed in a safe condition.

At the Lee Street crossing in your village, it was found that there are very bad obstructions to the view. One of these is on the southeast corner, another is on the southwest corner. These obstructions are trees which should either be cut down or trimmed, for the safety of the public. There is also a hedge on the northeast corner which should be removed. I understand that the trees on the southwest approach are owned by B. Laughershausen.

The railroad officials have agreed to fill in the ditch on the southeast corner and widen the approach, thereby complying with the recommendations made by the investigating committee.

The committee was accompanied on its trip by the Highway Commissioners of your township, as well as by the Commissioners of the Townships of Leyden, Proviso and Wheeling. These officials, as well as the railroad officials, are co-operating with us to the fullest extent and I am writing to ask if you will not also co-operate with us and take up the matter of having these trees either removed or trimmed so as to provide an unobstructed view of the railroad track for the drivers of vehicles and for pedestrians.

Yours very truly,

(Signed) MORRISON KOERNER,
Secretary.

Since the receipt of this letter it is gratifying to state that the above recommendations have all been attended to and the obstructions removed, which speaks volumes for the spirit of co-operation manifested by all concerned.

Mr. William B. McAuliff, Pres., Board of Trustees, Franklin Park, Illinois:

DEAR SIR—On June 30th a special committee of this Commission made an investigation of grade crossings along the Soo Line in the Townships of Leyden, Wheeling, Maine and Proviso. They were accompanied by the Highway Commissioners of these townships.

The Highway Commissioners and officials of the railroads are co-operating with this Commission in an effort to put the railroad grade crossings of Cook County in a safe condition. I am writing to ask for your co-operation.

The committee found that at three crossings on the Soo Line in your village there are obstructions to sight which make the crossings dangerous. These crossings are:

1. Grand Avenue Crossing. There are trees on the northwest corner of this crossing which should be either cut down or trimmed so as to give an unobstructed view of the railroad track. The railroad company has agreed to plank this crossing solidly.
2. Chestnut Street Crossing. There are obstructions to view on three corners, which should be either trimmed or cut down. For your information will say that the railroad company has agreed to re-plank this crossing and put screenings in between the tracks.
3. Park Avenue Crossing. There are trees on the southeast and northeast corners which should be trimmed in order to give a better view of the track. The railroad company has agreed to put in 24-ft. planking instead of the 16-ft. planking which is there now, and to fix the approaches of this crossing.

I sincerely trust that you will receive this letter in the spirit in which it is written, and that you will co-operate with us to an extent at least as great as the railroad company, as it is in the co-operation of the various officials of villages and towns and the railroad company that this Commission is bringing about the rehabilitation of railroad grade crossings in Cook County, thus making our county a better and safer place in which to live.

Yours very truly,

(Signed) MORRISON KOERNER,
Secretary.

General Superintendent, River Forest, Illinois:

DEAR SIR—On June 30th a special committee of this Commission made an investigation of grade crossings along the Soo Line in the Townships of Leyden, Wheeling, Maine and Proviso. We were accompanied by the Highway Commissioners of these Townships.

The Highway Commissioners and officials of the railroad are co-operating with this Commission in an effort to put the railroad grade crossings of Cook County in a safe condition.

I am writing to ask you for your co-operation. This Committee found that at three crossings on the Soo Line in your village there are obstructions to sight which make the crossings dangerous. These crossings are:

1. Forest Avenue Crossing.
2. Birchwood Avenue Crossing.
3. Keystone Avenue Crossing.

The railroad company, through Mr. F. W. Urbahns, Assistant Superintendent, has agreed to place these crossings in excellent condition. The crossings are to be made as wide as the roadways approaching them, new planking is to be put in from curb to curb, and the crossings to be made as wide as the streets. The bells at Forest Avenue and Birchwood Avenue, which were found to be out of order, are to be repaired at once.

From this you will see that the railroad company is co-operating with us. The Highway Commissioners and other officials of villages and towns throughout Cook County are co-operating with this Commission, and I hope that you and the other officials of your village will join with us in our work of rehabilitating grade crossings in Cook County, and that you for your part will see that the obstructions to view at these three crossings are removed, or at least trimmed so as to give an unobstructed view of the railroad tracks.

Yours very truly,
MORRISON KOERNER, *Secretary.*

Secretary McComb, Drainage District No. 1, Arlington Heights, Illinois:

DEAR SIR—Recently a special committee of this Commission, accompanied by the Highway Commissioners of the Township of Wheeling, made an investigation of grade crossings along the Soo Line, both in thattownship and in other townships in Cook County. At the Wheeling Road Crossing and the Dundee Crossing it was found that these were in an extremely dangerous condition, and that it was impossible to put them in a safe condition until the Drainage Commissioners of Drainage District No. 1 have completed their portion of the improvements which are being made there.

Trusting that you will take this matter up at once with the commissioners and co-operate with the railroad officials, this Commission and the Highway Commissioners in making these crossings safe, I am,

Yours very truly,
MORRISON KOERNER, *Secretary.*

Total number of crossings inspected, 180. The railroads concerned were Chicago & North Western, Chicago, Milwaukee & St. Paul, Soo Line, Illinois Central, Indiana Harbor Belt Lines, Milwaukee Electric, Chicago Great Western.

SUMMARY OF SIX INSPECTION TRIPS.

	Trip one	Trip two	Trip thre	Trip four	Trip five	Trip six	Totals
Crossings in good condition	16	11	26	13	12	6	71
Fair condition	3	4	..	17	12	11	47
RECOMMENDATIONS:							
Widen crossing	10	4	..	6	11	3	34
New planking	5	1	..	11	17	2	36
Remove view obstruction	4	3	..	8	13	13	41
Widen approach	..	1	..	2	7	1	11
Decrease incline	2	3	..	1	3	..	9
Install bell	2	1	..	..	4	2	9
Install flagman	2	..	..	..	..	..	2
Build bridge	1	..	..	..	..	..	1
Fill in approaches	1	2	..	3	5	1	12
Reconstruct crossing	2	2	..	..	2	..	6
Fill in with cinders	..	1	..	2	8	3	14
Cover unused switch	..	1	..	..	..	..	1
Raise track and roadway	..	1	..	1	..	..	2
Close crossing at night	..	1	..	..	..	..	1
Close crossing entirely	..	..	..	..	..	1	1
Erect danger signals	..	..	2	..	..	1	3
Install gates	..	..	..	1	..	..	1
New rails at crossing	..	..	1	..	..	..	1
Railing along ditch	..	..	..	..	1	..	1
Conference Ry., Village and Drainage Boards	..	..	..	..	3	..	3

The above tabulation gives the findings of the Special Grade Crossings Committee in full detail and is a telling exhibit of the new relation toward the public which has been established in the Coroner's office of Cook County, and of the effective work being done by the Safety Commission in the line of safeguarding life and limb in the interest of all.

The Committee on Grade Crossings expressed their highest appreciation for the uniform courtesy and co-operation, not only of all the railroad officials who accompanied the several tours of inspection, but of the village trustees, the highway commissioners of the towns and the owners of private property adjacent to the railroad crossings, whenever asked to cut down or trim trees or remove other obstructions to the view, in order to secure a high degree of safety at these crossings.

The fact that a number of approaches to the crossings inspected were not more than from nine to ten feet wide, making it impossible for teams to pass, and that in each case arrangements were effected by mutual agreement between the railway company and the Highway Commissioners to have these defects remedied, shows the value of the Safety Commission in helping to bring the interested parties together. It is now aimed to make a complete record of every grade crossing in Cook County, showing past and present condition, and by periodical inspection it is proposed to see that they are kept up to the proper standard of safety.

We believe that if the recommendations herein made are duly complied with by all concerned, grade crossing accidents will be materially reduced until such time as complete safety can be secured by the elevation of tracks.

PARKER H. SERCOMBE,
Coroner's Statistician.

Public Safety Commission of Chicago and Cook County

▼▼

Otis Building, Chicago

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A YEAR OF SAFETY WORK.

Report of George H. Whittle, First President of the Public Safety Commission of Chicago and Cook County, Made at the First Annual Meeting of the Public Safety Commission, Held in the Lounge Room of the City Club, September 10, 1914.

After a year of unqualified success, the Public Safety Commission of Chicago and Cook County, which was organized a year ago by Coroner Peter M. Hoffman of Chicago, held its first annual meeting Thursday, September 10, 1914.

At this meeting President George H. Whittle, whose term has expired, read his annual report, in which he gave a brief résumé of some of the Commission's activities.

Mr. Whittle, although requested to again accept the Presidency, refused to do so, owing to the fact that he is unable to give up so large a portion of his time from his business.

Dr. Wm. E. Buehler was elected President for the ensuing year and the following were elected Directors of the Commission for the year 1914-1915:

Dr. Wm. E. Buehler, Samuel A. Ettelson, Chas. A. McCulloch, John T. Stockton, Coroner Peter M. Hoffman, George H. Whittle and Chas. M. Hayes.

The office of the Commission in the Otis Building, Chicago, is to remain in charge of Morrison Koerner.

Mr. Whittle's report in full follows.

Ladies and Gentlemen:

In presenting this report at the conclusion of my term of office as President of the Public Safety Commission of Chicago and Cook County during its first year of existence, it gives me great pleasure to testify to the unselfish and energetic aid given by the officers of the Commission and by a great majority of the membership.

It is also a pleasure to testify that during its short career, the Commission has accomplished real constructive work. I predict that during the next year, the work of the Commission will increase many fold, and I bespeak for the new President the same hearty and sincere co-operation which you have given me.

The matters which for the most part have, during the past year, engaged the attention of the Commission are as follows:

1. Crusade against automobile speeders.
2. An educational campaign through the schools, churches and the press.
3. The establishment of life-saving service at private beaches along the north shore.
4. Investigation of grade crossings in Cook County.

It was decided, at a meeting of all the Chairmen of our various committees, held in March, 1914, to concentrate our efforts upon the above matters. Our crusade against speed maniacs and the automobile driver who insists upon operating his motor car with the muffler cut out, has attracted city-wide attention, and there are daily received in the office of the Commission at the present time from twenty to thirty complaints. These are immediately taken up and the person complained of is forced to answer, giving a satisfactory explanation.

To indicate how our Commission is regarded throughout the city, I desire to call your attention to the fact that several concerns that operate a large number of automobiles, taxi-cabs, wagons, etc., upon our streets, are sending their drivers and chauffeurs to our office upon receipt of a complaint against them, and the driver or chauffeur must be given a note to the management from the Commission's office before he can go to work. This note of approval is never given unless the driver or chauffeur promises that he will in the future obey the traffic laws of the city and state.

To date we have received and acted upon 1,543 complaints regarding the infraction of traffic rules and speed laws by automobilists. We have also received numerous complaints from residents in particular neighborhoods, alleging that their streets are used as speedways by automobilists and motorcyclists. Upon receipt of such complaints our office takes up the matter with the General Superintendent of Police or with the Captain commanding the district from which the complaint is received, and without exception we have succeeded in securing police assistance.

We have received extremely few complaints regarding specific violations of the speed laws by motorcyclists. This however, from the experience of the Commission during the past year, does not mean that the motorcyclists do not frequently violate the speed laws. The fact is that the state license numbers are so small that it is almost impossible to read a number on the back of a motorcycle. In this connection I believe that during the next year the Commission should work out some scheme by which motorcyclists could be easily identified.

Members of the Commission have served on twenty-six Coroner's juries, many of them being automobile cases in which little children were run down and killed by automobile trucks and pleasure vehicles.

I believe that we can reasonably claim that our educational campaign in the public schools, churches and through the press for **Safety First** was a success and our constant emphasis of this slogan has brought about a decided change in the attitude of the general public (including automobilists and motorcyclists) regarding the necessity of exercising proper care and precaution upon the streets of our city.

On October 10, 1913, we held our first Safety Day in the public schools. Later members of the Commission and others spoke in schools not included in the initial campaign, so that practically every room in the Chicago Public Schools has been visited and over 400,000 pieces of literature distributed to the pupils.

October 26, 1913, was designated as Safety Day in the churches, and more than 1,500 clergymen in Chicago and Cook County proclaimed the gospel of Safety First from the pulpits on that day.

We have also received a great amount of publicity through the Chicago daily papers, trade magazines, club journals, weekly papers in Cook County and other publications. In this connection I desire to say that the publicity given us by Mr. Louis N. Hammerling and The American Association of Foreign-Language Newspapers, Inc., through the American **Leader**, has been of incalculable benefit. There have appeared, twice a

month, different articles on Safety First written by members of this Commission. These articles, I am advised, have been copied by the 690 newspapers comprising The American Association of Foreign Language Newspapers. In this way the Commission has been able to do pioneer Safety First work among a class of people which could be reached in no other way.

The establishment of our life-saving service along the north shore has proven of much greater benefit than we had anticipated. At the present time we have four boats, which are located at the following places: Thorndale Avenue, Rosemont Avenue, Hollywood Avenue and Gordon Terrace. These boats have been used frequently, and we have a record of fifteen persons rescued from drowning during the past summer.

I would recommend that this service be continued and increased from year to year until every private bathing beach along our lake shore is provided with a boat. These boats are of such construction that they can be handled by one man, and are equipped with life lines, grappling hooks and other life-saving appliances.

In Coroner Hoffman's Biennal Report, which no doubt you have all read with great interest, the inspection of grade crossings in Cook County by our special committee, appointed by the President, is outlined in a supplementary report in the concluding pages of the book. It gives me great pleasure to quote a few of the letters received at our office, showing that the recommendations made by the special committee have been favorably acted upon:

Letter received from Mr. Avery Coonley, Highway Commissioner of the town of Riverside:

> "I believe I have not reported to you upon a matter which you brought to my attention as Chairman of the Board of Township Highway Commissioners of Riverside.
>
> "You wrote me about June 28th with regard to the desirability of trimming some trees lying north of the branch of the Illinois Central Railroad which runs just north of Riverside and east of Des Plaines Avenue.
>
> "Upon receipt of your communication we advised the owners of the property, who very kindly agreed to do the work, and within a short time thereafter trimmed the trees thoroughly, so that an excellent view east on the railroad is obtained by people driving south on Des Plaines Avenue for a considerable distance before they reach the track."

Letter received from Mr. W. L. Peckham, Village Clerk of Franklin Park, Ill.:

> "This is to advise you that at a meeting of the Village Board held Tuesday evening, August 18th, the Chairman of the Streets and Alleys Committee reported to the effect that all of the Commission's recommendations relative to removing obstructions to view at the various railroad street crossings have been complied with on the part of the Village of Franklin Park."

Letter received from Mr. E. W. Morrison, Supt. of C. & M. Division of the Chicago, Milwaukee & St. Paul Railroad:

> "Through some misunderstanding I was not notified in regard to your investigation of grade crossings and their surroundings on the C. M. & St. P. Ry., in the Township of Niles Center and Northfield, and failed to have the pleasure of accompanying you and your party

on the trip. However, Mr. W. L. Webb, one of our engineers, has given me a full report, and the Vice-President, Mr. Bush, has given me authority to make the repairs as suggested by your Committee.

"We expect, within the next thirty days, although it may take longer, to have the work completed. As I understand, this work covers the following crossings: Touhy Avenue, Gross Point Road, Howard Avenue, Oakton Street, Main Street, Morton Grove, Demster Street, Morton Grove; Church Street, Morton Grove; No. Branch Road, Lake Avenue, First Highway, one and one-quarter miles south of Techny Crossing, Techny Crossing, Dundee Road, County Line Road.

"In case any of the crossings are not finished according to your idea, I would be pleased to have you inform me, and I will do everything possible to satisfy your Committee as well as the outside Town Boards."

Letter received from Mr. G. R. Morrison, Supt. Chicago & Council Bluffs Division of the C. M. & St. P. R. R.:

"I desire to call your attention to the suggestion made by you as to the installation of a warning bell west of Des Plaines River at what is known as the River Road, and to advise that the installation will be made; also, I am going to apply screenings to the various important crossings, as we talked.

"The approaches at a number of crossings have been improved and a good many trees have been cut down and trimmed, very much improving the view, so far as the railroad company is concerned, and I find at some points the Highway Commissioners have carried out the suggestion."

Letter received from the General Superintendent of the Chicago & Milwaukee Electric Railroad Co.:

"In reply to your favor of the 20th inst. in reference to lighting of danger sign at Scott Avenue, Glencoe, I beg to advise that we will be pleased to furnish the current from our station at that point."

Letter received from Mr. T. A. Sweeney, Superintendent of the Chicago Great Western Railroad Company:

"We have ordered additional planking and stone screenings to take care of the crossings referred to. As soon as they are received same will receive necessary attention."

Letter received from Mr. J. Wischnia, Superintendent of St. Joseph's Cemetery, River Grove, Ill.:

"Have your letter dated July 16, 1914, regarding some obstruction to the River Road in River Grove at St. P. R. R. Mr. Henry Buckman spoke about this matter last Wednesday, July 15, 1914, and I had men remove the obstructions at once. So I can assure you all obstructions on the premises of the St. Joseph Cemetery are removed."

In all, the Committee has inspected 180 railroad crossings. The Committee received the active co-operation on all of its trips of the railroad officials, the Highway Commissioners of the various townships and the officers of the towns and villages in Cook County. A detailed report of each trip is kept on file in the office, and from the letters which I have just read, you will see that the Committee has accomplished results. For the unselfish work which the members of this Committee have done, I

desire to thank Coroner Peter M. Hoffman, Dr. Wm. E. Buehler, Mr. Peter S. Lambros and Mr. Chas. M. Hayes.

I cannot close this report without referring with the greatest appreciation to Coroner Peter M. Hoffman's Biennial Report. Already the Coroner and the Commission has received congratulatory letters from prominent educators, safety experts and men high in the councils of the state and nation, praising this book and predicting that it will soon become known throughout the country as a hand book on Public Safety.

Public Safety Commission of Chicago and Cook County

RECEIPTS AND EXPENDITURES

From September 1st, 1913, to August 31st, 1914.

RECEIPTS

Contributions	$8,572.00
Memberships Sold	180.00
Signs Sold	20.50
Buttons Sold	147.50
	$8,920.00

EXPENDITURES

Salaries	$3,193.00	
Rent	885.00	
Postage	270.09	
Stationery and Printing	459.27	
Educational Committee	567.75	
Publicity Expense	418.53	
Commission Paid—		
On Contributions Collected	717.35	
On Memberships Sold	71.00	
Grade Crossing Investigation	261.82	
Buttons Purchased	209.13	
Signs Purchased	18.50	
Form Letters and Postage	59.45	
Investigation Expense	50.50	
Lettering Doors	10.00	
Ice and Water	31.80	
City Directory	12.50	
Rent of Typewriter	64.25	
Rent of Clock	3.75	
Newspaper Annual	5.00	
Cutting Rug	7.19	
Telephone and Telegraph	223.80	
Electric Light	37.30	
Miscellaneous	29.16	
		$7,606.64
Balance—Surplus		$1,313.36

THE UNEMPLOYED AS CORONER'S JURORS.

Toward the middle of October the Coroner became conscious that there were an increasing number of unemployed, willing and anxious to serve as jurors, among whom were a large percentage of highly intelligent and thoroughly competent men. It was clear that both economy and justice would be best served by giving the one-dollar jury fee to those who were in need and glad to give the time to serve, rather than to withdraw busy men from their work, to whom the fee was no object.

The newspapers having taken the matter up, the public was notified that reputable unemployed men might be given a chance to earn fees as coroner's jurors, which promptly resulted in from three hundred to five hundred men besieging the office and lining up through the corridors of the County Building as early as six o'clock in the morning, in order to be the first to be assigned on cases.

Since starting this plan we have been able to use from sixty to one hundred and twenty men per day, some having in the meantime reported that they had secured other jobs and dropped out, although from November first to the fifteenth our records show that 232 different men, all of them unemployed and in need of the fee, have sat on coroner's juries.

This office has made careful investigation into some of these individual cases and finds that were it not for this aid, some of these men would have been forced to apply to the County Agent or to charity organizations for assistance, but the fee they received as coroner's jurors in many instances staved off actual want until such time as they could secure regular employment; and it is interesting to state that more than a dozen of the unemployed were helped to new positions as a result of the recommendations of this office.

Before placing the unemployed on coroner's juries, they are required as an evidence of good faith, to file a letter in this office in their own handwriting, giving address, age, number dependent upon them, their former employment, etc., and upwards of seven hundred letters are now on file, the preference in assigning to juries being given to married men with small children dependent upon them. The following letter is a fair sample of many splendid letters which have been received in this way:

Chicago, October 20, 1914.

MR. PETER HOFFMAN:

Dear Sir: In accordance with your request, attached hereto:

My name is Edgar A. Jacobs; I am 32 years old, German-American, born in Chicago and employed in the electrical trade for fifteen years. I am married, have a wife and three children.

Owing to the brick strike and the present war scare I have been unable to work steady and am unemployed for the past four weeks.

Contractors all tell me they are doing very little work. My savings have all been used up and I am now depending on relatives' charity for food.

I therefore present my position to you for consideration.

Your purpose of placing unemployed worthy men is a step towards uplifting the poor and appeals to me as one of the greatest deeds ever accomplished by a public official. My reason for believing the county gains by having unemployed men for jurors is this:

That in these days of commercialism, patriotism often is considered second, and many men qualified for jury service do not give their best efforts because they are laboring under a mental strain

caused by neglecting their business. An unemployed man is a willing juror, and willingness to serve is the greatest asset towards performing any duty.

Wishing you the success due you, I am proud to have the pleasure of answering an official's letter who has shown the initiative in helping the unemployed to positions with Cook County.

Sincerely,

EDGAR A. JACOBS.

Bill presented to the Illinois General Assembly by the Public Safety Commission of Chicago and Cook County.

TRESPASSING ON THE RIGHT OF WAY OF RAILROADS

A BILL to prevent trespassing on the tracks and rights of way of railroad companies operating within this state and to provide punishment therefor.

Whereas, great loss of life and limb results from trespassing upon railroad property and rights of way;

Now, therefore, The People of the State of Illinois enact:

Section 1. It shall be unlawful for any unauthorized person to walk, ride or drive upon or along the tracks or within the right of way of any railroad company operating its lines within this state, or to cross such tracks or right of way at any place other than at a public or private crossing:

Provided, however, that none of the provisions of this act shall apply to employes or licensees of any railroad company while engaged in the performance of the duties of their employment or otherwise acting pursuant to the license, nor to any person going in or upon such tracks or right of way to save human life or to protect property, nor to any person going or being upon or in the depot and station grounds of any such railroad company as a passenger or for the purpose of transacting business therewith.

It is further provided that any station agent or section foreman in the employ of a railroad company doing business within this state shall have the same power and shall be charged with the same duties in the enforcement of this act as are given to deputy sheriffs by the general laws of the state.

Section 2. Any person willfully violating the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof before a court of competent jurisdiction shall be liable to a fine of not more than one hundred dollars, or to imprisonment in the county jail for not more than ninety days, or to both such fine and imprisonment, in the discretion of the court.

Fred Warren*

A Problem for Two Nations

Issued at the request of Fred Warren and Miss Hudson by Geo. Bradshaw, author of "Prevention of Railroad Accidents," "Safety First," "The Safety Movement," etc., Highland, N. Y.

My name is Fred Warren. I live in a small town where there is a large railroad yard. Ever since I can remember I have seen trains, and I always like to watch them. It's the same way with a lot of other boys I know, and I expect it's the same way, too, with grown-up people, because there is always a crowd of them at the station to see the trains come in. My Dad—I call him Dad when we are alone because we are chums—says that the railroad men call our station Hiram because Uncle Hiram Piper hasn't missed a train in twenty years.

The freight trains which come into our town are coupled and the cars placed on different tracks. A lot of engines do nothing but shift cars back and forth day and night and in all kinds of bad weather when people don't work outside, unless they work for railroads. I used to wonder why they never could get the cars placed where they wanted them. One time I asked a man who was giving signs to a fellow running the engine why he didn't make up his mind where he wanted the cars before he started to bump them around. He says, "You're a bright kid. I wish we had you for yardmaster." I didn't like that answer much, so I asked Rosco Mack, whose father runs on the road, and he said, "Because this is a classification yard, and all trains have to split up here." I didn't understand what that meant, but Rosco looked so wise-like when he told me, that I just thought I wouldn't ask him any more questions. I asked my teacher about it, and she said she would see Mr. Works, the station agent, and find out for me. That's the way with Miss Hudson. She tells us to ask all the questions we want to, and we go to her to find out a lot of things. When she can't tell us at once, she says she will try to find out, and she always does. Sometimes when one of us asks a question she writes it on the board and tells all of us to see what we can learn about it. We are always glad to have our questions put on the board, because we know teacher will have something to say to us, and she always makes things so plain and interesting. Paul Thompson says that if Miss Hudson had written the school books nobody would have to be made study them.

So my question about why they keep always shifting the cars was written on the board. I knew Miss Hudson was learning a heap to tell us, because I would see her out walking with Mr. Works every evening. Mike Flanagan said she was not finding out about cars, but I knew better. After a long time she explained about railroad yards and things, and now we know why they shift cars and why railroad men have to work day and night and in all kinds of bad weather. And she told us many other

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FRED WARREN.

things about railroads which we had never thought of—how cars were once run on wooden rails, and then on wooden rails with strips of iron on top; and later, on iron rails, and why they now use steel rails; how the engine pumps air into a tank, and when they let it out through a pipe it pushes the brakes against the wheels and stops the train; how cars are loaded with machinery and things that we eat and wear and with toys, and travel for thousands of miles without getting lost; how one man in an office a hundred or more miles away keeps trains moving so that they meet and pass without running together; and how if all the trains were to stop running, even for only a few days, the people in the big cities might suffer from hunger and cold. And she told us, too, that we must not walk or play on railroad tracks or about cars. She said (I forget how many) boys and girls and grown-up people get hurt and killed every year by being around railroads when they have no business to be. I know it was an awful big number.

At recess we boys talked about the nice story Miss Hudson had told us about railroads, but we were sorry she put on that last about keeping away from tracks and cars, because all of us wanted to mind her, and still we loved to play in the yards and hop the cars. Several of us had decided to be railroad men. I was going to be an engineer, or maybe a conductor, and a good one, like Mr. Tapley, and after a while I would get a big job in the office where the head men stay. Then I would come back home in a fine car all to myself, like I had once seen a man do. Jack Fisher told me that his father and everybody had to do what that man said. Jack called him a superintendent or something.

One day when we were on our way from school we stopped near the yards and watched the railroad men jump on and off moving cars, run up and down the sides and over the tops, and hop from one to the other. One of the boys said, "Let's hop the cars." Sammy Atkins said, "We better not; you know what teacher told us." But Skinny Morgan, the biggest and oldest boy in the crowd, laughed at Sammy. He had walked on railroad tracks and jumped freight cars whenever he felt like it, and had never been hurt. So we decided we would play on the cars just that once. About that time along come some cars that the engine had kicked down the track and we all ran and grabbed on. As I climbed up the ladder of the moving car, I forgot that I was a boy who had just come into the yards on my way from school. I was a man—a railroad man—getting pay for riding on cars. Just then a man hollered, "You kids get out of here before you get hurt." But we stayed on the cars, and when they stopped we were far enough away from this man, so we didn't care. In a little while a long freight come pulling by. That was just the thing, because it was a real train with an engine. Buster Bates said, "Let's grab on, boys, and ride up to Pigeon Hill; it always runs slow there, and we can get off." So we began to climb on. I grabbed the iron handle at the end of a gondola, and was just ready to swing up when I stubbed my toe and fell down. By that time the train was going at a pretty good gait and I was dragged along, holding to the handle. I could not get on my feet again and when I let go the handle I rolled over and my leg got under the wheels. The first wheel, of course, crushed my leg so that it hung only by a shred, but as I lay there it seemed a thousand other wheels had to pass over me. The noise of the train kept the other boys from hearing my cries, and I might have been left by the track to bleed to death had it not been for the conductor on the rear platform of the caboose, who saw me as he passed. The train stopped, and the conductor hurried with me in his arms to a small building in the yards, where the doctor was called. I was rushed to the

hospital and put upon a table where a nurse in white dress and cap gave me something which she said would stop the pain. It made me go to sleep, and when I woke up I was on a little narrow bed in a big room with white walls. There were a lot of other beds in this room, all just alike, and all with people on them. I remember I was so sick and in so much pain that I wished I had been one of those many boys teacher told about who get killed doing what I had done. But now I know that was a wicked wish. I wondered what Mother and Dad and Miss Hudson would think. Would they scold me?

When Mother came, she kneeled by my little cot, and, placing her soft hand upon my head, kissed me and thanked God that her boy had been spared. Dad said, "It's all right, my boy; we are chums just the same." And Miss Hudson. As soon as I got well enough she would come to see me every day after school, bringing me flowers and fruit and story-books. Sometimes she would sit by my side and tell me a story of her own, which was so much better than those I read, even in the books that she brought me. But she never once said a word about the cars, nor even asked me how I got hurt.

I am well now, and the place where the leg was don't hurt me much, except at times, but it will always hurt me to think how I brought grief to the hearts of the best mother and dad and teacher in the world.

When I got back to school I found my place on the ball team had been taken by another boy. I knew this was right, but I couldn't help feeling sad, just the same. I didn't often watch them play ball, and teacher seemed to take notice of this. She would have me go with her to the park, where we studied the flowers and the plants and the birds. One day we found a wild flower we didn't know the name of. Teacher said, "We won't ask anybody, but we will make the flower tell us its own name." We sat down in the shade of a tree, and while I held the flower she opened a book she had brought along, and the little stranger, surprised and pleased to find that a book should tell where she lived and how she dressed, and call her beautiful, just couldn't keep from telling us her name.

One day Miss Hudson said, "Fred, you like stories so well, I've been wondering if you could write one for me." It pleased me so much to think of doing something for her, and without a thought I replied, "Yes, if you want me to." "Then write me a story about how a boy got hurt on the railroad. We will have it printed, with your name to it, and maybe with your picture, so that boys and girls all over our country, and their parents, too, if they wish, may read it. And when you have your story ready, maybe I shall write something to print with it, if you don't care."

FRED WARREN.

MISS HUDSON'S LESSON IN GEOGRAPHY AND HISTORY

I wonder if you who may read Fred Warren's story will have any idea how many men, women and children are injured and killed every year in the United States and Canada while getting on or off moving cars, riding cars and engines, and walking along railroad tracks. I don't mean railroad men nor passengers, nor people crossing the tracks at highways. I mean trespassers—those who go on railroads or get upon cars or engines without right to do so. Very few of the people who get killed in this way are tramps or hoboes. Most of them are men and women like your fathers and mothers or boys and girls like you.

In olden times the bodies of persons who killed themselves were buried at crossroads, where the greatest number of people in passing would see

the graves and be reminded of their sad fate. If we in the United States and Canada should bury those who get killed while trespassing on railroad property at the mile posts, one at each post, in order that people when traveling on the railroads may see the graves and be warned thereby against this dangerous practice, we would have IN ONLY ONE YEAR a continuous line of mile post tombs from Halifax to Quebec, Montreal, Toronto, Detroit, Chicago, Memphis, New Orleans, El Paso, Los Angeles, San Francisco and Salt Lake City.

Now, ask your teacher to get timetable folders issued by the railroads connecting the cities mentioned. Mr. Works let me have these folders, and he said that all station agents had them, or knew where to get them, and that they would gladly supply them to teachers.

When you get the folders, first look at the maps. Some of them have excellent maps, and you can learn geography from them if you like. Now study the timetables and tell your teacher how many persons are killed every year while trespassing on railroads. How many are killed for each day in the year?

Perhaps some of you may prefer a lesson in history. Then read about the War of 1812, when the United States and Canada (now such good neighbors and friends that it seems hardly possible they could have ever been otherwise) were engaged for three years in fighting each other. Learn how Toronto (then a village called York) and Washington were burned; and about the battles of Lundy's Lane and Lake Erie; of the Thames and New Orleans. Yet during the past three years in these two countries as many people were killed while trespassing on railroads as were killed in all the battles and skirmishes of that war. And while those in the war died fighting for the flags of their countries, just as you should and would today if called upon, the others died doing what they had no right to do, and no good reason for doing.

THE PROBLEM

Trespassing on railroads has become a national evil. Armies of men, women and children are being killed and maimed, from an unnecessary risk, AND NOT A HAND IS RAISED TO STAY THE SLAUGHTER. The railroads are practically powerless in the matter. Only an aroused and determined public sentiment can solve the problem.

PARENTS: Will you not teach your children the danger of walking or playing on railroad tracks or about cars?

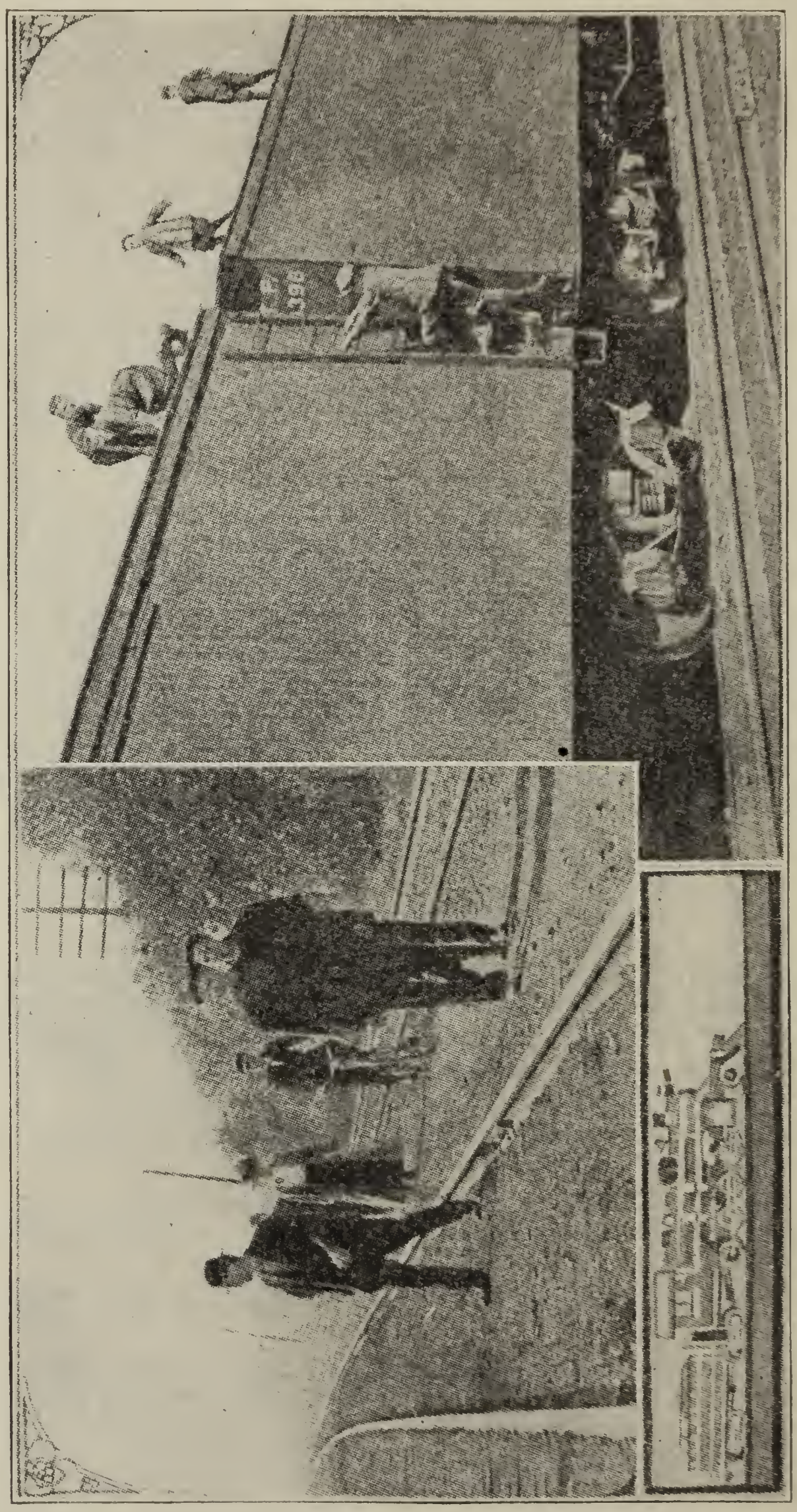
TEACHERS: Won't you talk to the children about the protection of their lives and limbs? Children like stories. Read them this one of Fred Warren or tell them a better one of your own.

MINISTERS: Is this not a subject worthy of your consideration and comment?

EMPLOYERS: Will you not, in the interest of humane and economic policies, use all proper means in your power to prevent your employes from trespassing on railroad property? A large percentage of those injured and killed are laboring men going to and from their work.

LEGISLATORS, JUDGES AND CITIZENS: When will you bring about the enactment of laws, where necessary, and the enforcement of existing laws to stop trespassing on railroads?

(End of "Fred Warren" Story)



Why Not Practice Safety First?

▾▾

A Record of the Dead—A Lesson to the Living

▾▾

49,239 Sudden, Violent and Accidental Deaths in the Ten Years' Records of the Coroner of Cook County.

▾▾

464 Lives Saved in 1914 as a Result of the Co-operation of the Coroner's Office, the Public Safety Commission and the Safety Departments of the Railroads, Street Railways, Factories, Etc.

The total Coroner's cases for the period during which Mr. Hoffman has occupied the office is 49,239, divided as follows:

1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	Plus increase 1914	Minus decrease 1914	Lives saved 1914
3714	4238	4507	4467	4937	5409	5454	5274	5648	5591	5998	5534	464

While a saving of 464 lives in 1914 is shown in fourteen special divisions on the annexed chart as a result of the public safety crusade, it is instructive to note the fields that show an increase instead of a decrease in 1914, on account of it being impossible as yet to reach these divisions by educational methods, and which are as follows:

Natural Causes	Suicide	Homicide	Horse Vehicles	Alcoholism	Drowning	Septicaemia	Under Anaesthetic	Miscellaneous
63	34	59	26	52	32	14	10	117

The figures in Column 5 for 1914 are based upon the percentage of increase in each division during 1911, 1912 and 1913, and indicate the number of deaths which the records show would have occurred but for the influence of the Safety First movement.

The Fourteen Divisions in which Education and Legislation have Lowered the Death Rate in Coroner's Cases.	1911	1912	1913	Average Per Cent Increase for 3 Years.	Figures Based on Average Increase, 3 Years, 1914.	Actual Number for 1914	Lives Saved in 1914.
Automobile	75	98	136	34½	183	143	40
Asphyxiation	169	171	212	12½	238	181	57
Burns and Scalds	175	187	232	15½	268	157	111
Elevators	38	44	40	3½	41	38	3
Electrocution	38	16	32	21	39	29	10
Explosion	9	17	16	41½	23	11	12
Falls	349	363	366	2½	375	340	35
Firearms	17	22	24	19	29	19	10
Motorcycle	..	8	14	75	25	16	9
Poisonings	51	52	64	12½	72	57	15
Railroad	334	326	360	4	374	282	92
Street Car	161	209	165	4½	172	142	30
Suffocation by Water Heaters	4	7	10	59	16	3	13
Suffocation by Poisonous Gases	..	4	11	175	30	3	27
A Total of							464

Lives Saved in Cook County, Illinois, during 1914 by converting the Coroner's office into a **Bureau of Accident Prevention** and securing the co-operation of railway and street car companies, automobile and factory interests, the schools, churches, newspapers, clubs and the Public Safety Commission of Chicago and Cook County.

EXPLANATORY

Automobile—For five years the increase in automobile fatalities has been in the same ratio as the increase in the number in use. This ratio was reduced in 1914, 40 lives being saved.

Asphyxiation—The majority of asphyxiations have been in the families of foreigners. Instruction in how to handle gas safely is rapidly reducing this class of deaths.

Burns and Scalds—No doubt this large decrease in burns and scalds has been largely influenced by the safety lectures to 300,000 children in the schools and the distribution of 30,000 of the Biennial Report and special safety literature. Much more can be done in 1915.

Elevators—No doubt a more concerted effort during 1915 can bring about a greater decrease in elevator accidents.

Electrocution—Much more safety education is necessary to induce linemen to **always** use their safety appliances, and to induce boys not to play around poles bearing electric wires.

Explosion—By the Coroner's recommendation only experienced men are now allowed to handle explosives. More education will still further reduce this class of deaths.

Falls—This large division is capable of much greater decrease, involving general education at home, in schools and in the proper care of self, and by not converting the means of refreshment into intemperance or excess.

Firearms—Education of old and young to the idea that firearms are always a menace will gradually do away with shootings.

Motorcycles—The ratio of motorcycle deaths in 1914 was 9 less than the usual number compared with the total in use.

Poisonings—The Coroner's recommendation of a law regulating the shape of bottles and poison tablets is a step toward wiping out this evil.

Railroad—In the face of increase in population, traffic mileage and rolling stock, this decrease in the ratio of railroad fatalities speaks in the highest terms of the co-operation of the companies in Cook County with the Coroner and the Public Safety Commission.

Street Car—The splendid co-operation of the street railways with all educational work along Safety First lines is expressed in a substantial decrease.

Suffocation by Water Heaters—By the Coroner's recommendation water heaters must now be connected by vent pipe with the outside air. This will finally do away entirely with this class of deaths.

Suffocated by Poisonous Gases — By the Coroner's recommendation ammonia pipes are now regularly inspected, and this class of deaths is disappearing.

SAFETY FIRST SUGGESTIONS

By CHARLES M. HAYES
President Chicago Motor Club
President Public Safety Commission of Chicago and Cook County

Respect the right of pedestrians.
Slow down at street intersections.
"Obey the laws; avoid the courts."
Don't imagine you are a speed king.
Be considerate of the other motorists.
"Better to cause a delay than an accident."
Don't pass on the left-hand side of a street car.
Don't endanger the lives and property of others.
Use Weed chains when the pavements are slippery.
Do not cover cross-walks when stopped by crossing officer.
Always pass another vehicle on the left, excepting street cars.
Keep to the right, and stop only on the right-hand side of the street.
Turn corners at right angles from center of the street intersections.
Don't bring a hardship on the motoring fraternity by your foolhardy acts.

When you don't know what to do, stop; then take plenty of time and think it over.

Test your brakes every morning. Let your dealer inspect your brakes every month.

Don't stop short, don't turn to the right or left, until you have signaled vehicle behind you.

Don't attempt to cut in between street cars going in opposite directions (the street car cannot turn out).

Keep within the speed limit, approach all crossings carefully and obey the signal of the crossing officer.

Insist upon the automobile seller teaching you thoroughly how to operate your car intelligently and **safely.**

If you were driving at the rate of twenty miles an hour, how many feet would it require to bring your car to a dead stop?

Never under any circumstances touch liquor in any form while driving; never ride in a car whose driver has been drinking.

Every driver should realize his great responsibility and pay strict attention to his duties while on the streets and highways.

We not only seek the co-operation of every member of the Chicago Motor Club, but every man, woman and child in the city of Chicago, state of Illinois and in the United States, in the work of saving human life and the prevention of accidents.

We sincerely hope that every member of the Chicago Motor Club will make it his business to so conduct himself that there will be no possible opportunity for ill criticism of his conduct while operating a motor car the city of Chicago and that he will personally use his best endeavors to influence others to respect the rights of other users of the road, as well as the pedestrian.

PRACTICE SAFETY FIRST. DO YOUR DUTY AND JOIN THE CHICAGO MOTOR CLUB.

RULES OF THE ROAD

BE MASTER OF YOUR CAR AT ALL TIMES

Freshly oiled roads are dangerous—drive slow.
Don't attempt to turn out of ruts while under speed.

When unable to see what is ahead AT ANY TIME, slow down.

Never under any circumstances drive fast approaching or passing a school.

Be considerate at all times. Other users of the road have equal rights with you.

"Excuse my dust" is no excuse to make the other fellow eat your dust for forty miles. Be considerate.

When meeting fellow motorists in trouble on the highway, stop and offer assistance. Your turn may be next.

Remember, at the bottom of each hill you will usually find a culvert, some good and some bad; don't take a chance.

When approaching a fractious horse, stop your car, kill your motor, get out and offer to assist in leading the horse by.

Use caution when driving off of the main road into the grass. Bad culverts or loose sand and dirt will cause an accident.

When approaching another automobile at night, coming in the opposite direction, slow down and turn **down** or turn **out** your **glaring headlights.**

Speed means serious and fatal accidents, increased tire and repair expense, nervous prostration, loss of appetite, loss of money, time and pleasant disposition.

Upon signal from another driver approaching from the rear, pull over to the extreme right and allow him to pass. The law compels you, courtesy demands you.

Spasmodic spurts of speed are dangerous. Hold the speed of your car steady around twenty miles per hour and you will get there more quickly, safely, pleasantly and at less expense.

In case of accidents, get the name of every witness and immediately draw a diagram of the position of the car with reference to all surrounding objects, as well as the curb lines. This information might save you annoyance, time and money later on.

GO SLOW

Passing schools, children, passing vehicles, around corners, approaching crossings.

STOP

Always Safety First.

Sound signal when approaching obstructed crossings.

Drive moderately on strange roads—you never can tell.

Keep "Cut-out" **closed** within city and town limits—avoid arrest and fine.

At the approach of fire department, ambulance and police department vehicles, drive at once to right-hand curb and **stop.**

When in doubt—at railroad crossings, **behind** street cars taking on or discharging passengers. Better to cause a delay than an accident.

Chicago City Ordinance regulating the time allowed to stand in the Loop district to thirty minutes:

Sec. 10. No vehicle not in charge of a driver shall, between 6 a. m. and 7 p. m., stand in any street or alley within the district bounded by Lake Street, Wabash Avenue, Harrison and Market Streets for a period longer than sixty minutes. **Amended on March 1st, 1915, limiting time to thirty minutes.**

Americans Killed in Times of Peace

It has never been known with any scientific accuracy what was the actual loss of life in the American Civil War. But it has been estimated that not less than (1,000,000)

One Million Men Were Killed

or died by wounds, disease and exposure.

Since then the United States has suffered the loss of about five or six thousand more by war. But there are

MORE AMERICANS KILLED

in times of PEACE than in WAR:

Here is the record of death by accident according to Government "Mortality Statistics" for 1913:

Deaths by poisoning . .	2110	Deaths by street cars . .	1998
Deaths by fire	5884	Deaths by automobiles .	2488
Deaths by gas	2271	Deaths by other vehicles .	2381
Deaths by drowning . .	6468	Deaths by mines and quarries	2385
Deaths by firearms . . .	1572	Deaths by machines . . .	1526
Deaths by falls, etc. . .	9842	Deaths by landslides . .	601
Deaths by railroad disasters	8212	Various others	6273

Total loss in one year, 54,011

which would mean more than 500,000 (half a million) in ten years, or in sixty years, which is about the period of the above **war statistics,** the deaths by accident amount to over **three millions.**

Fully one-half of these so-called "Accidents" are preventable. By "Safety First" activity and education, 250,000 lives may be saved in the United States during the next ten years

To neglect so great a gain of human life is a crime.

APPENDIX

Directions for Restoring the Apparently Drowned

(From the Official Document of the U. S. Government, 1909)

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

Fig. 1.—Expelling water from body.

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. 1). Separate the jaws and keep them apart by placing between the teeth a cork or small bit of wood; turn the patient on his face, a large bundle of tightly rolled clothing being placed beneath the stomach; press heavily on the back over it for half a minute, or as long as fluids flow freely from the mouth.

RULE III. TO PRODUCE BREATHING (See Figs. 2 and 3).—Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed as to raise the

pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting (which enlarges the capacity of the chest and induces inspiration).

Fig. 2.—Movements to produce inspiration.

While this is being done let a third assistant take position astride the patient's hips with his elbows resting upon his own knees, his hands extended ready for action. Next let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary[a] to let the arms pass. Just before the patient's hands reach the ground, the man astride the body will grasp the body with his hands, the balls of the thumbs resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest upward out of the mouth; he will deepen the pressure while he slowly counts one, two, three, four, then suddenly let go with a final push, which will spring him back to his first position.[b] This completes expiration.

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head, as

a Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

b A child or very delicate patient must, of course, be more gently handled.

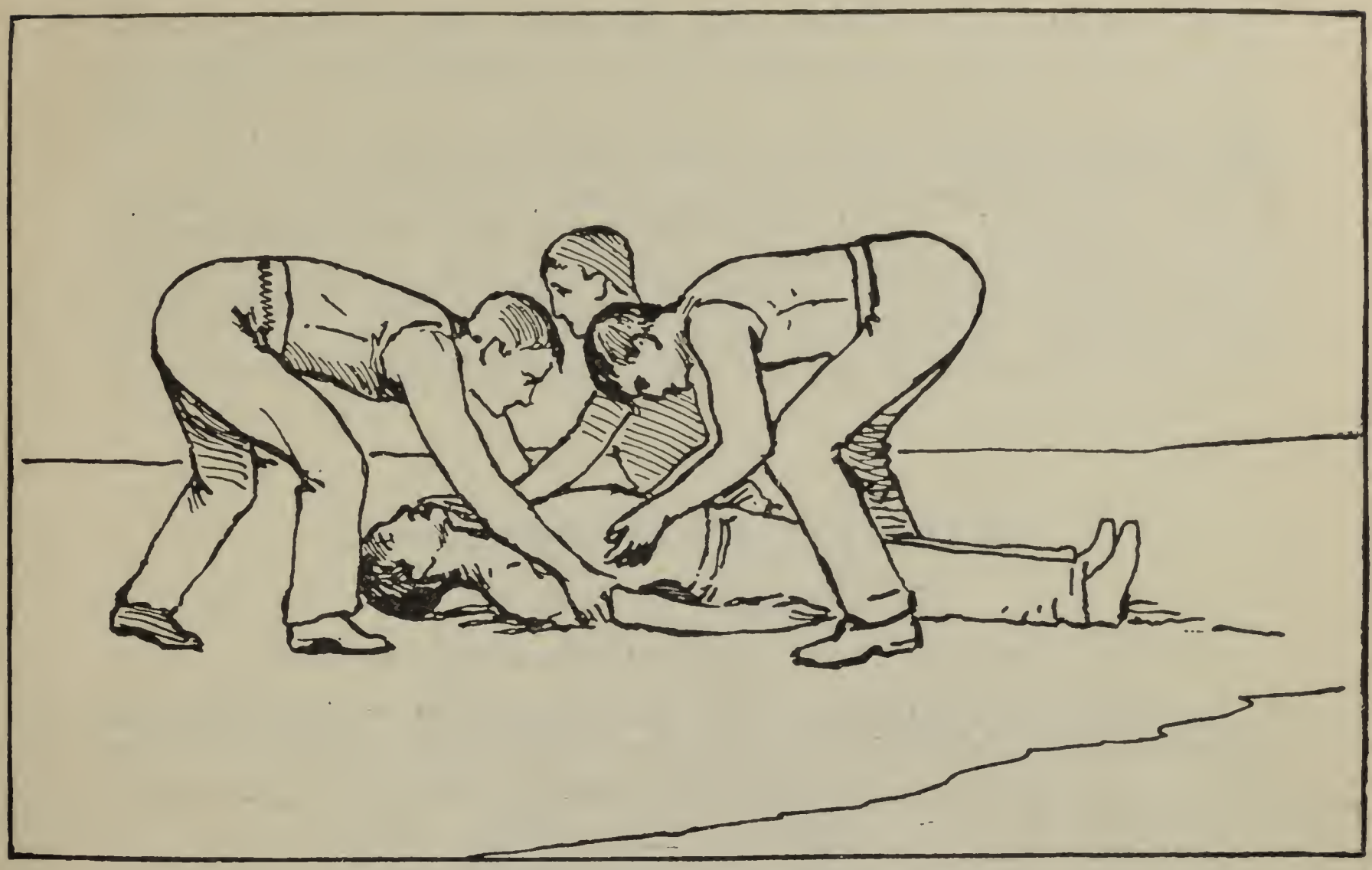


Fig. 3.—Movements to produce expiration.

before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four.

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of feet.

Rule IV. After-Treatment.—**Externally:** As soon as breathing is established let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation

of fresh air, and left to perfect rest. **Internally:** Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. **Later manifestations:** After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

RESTORATIVE AID BY ONE PERSON

Modification of Rule III.

(To be used after Rules I and II, in case no assistance is at hand.)

To Produce Respiration.—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

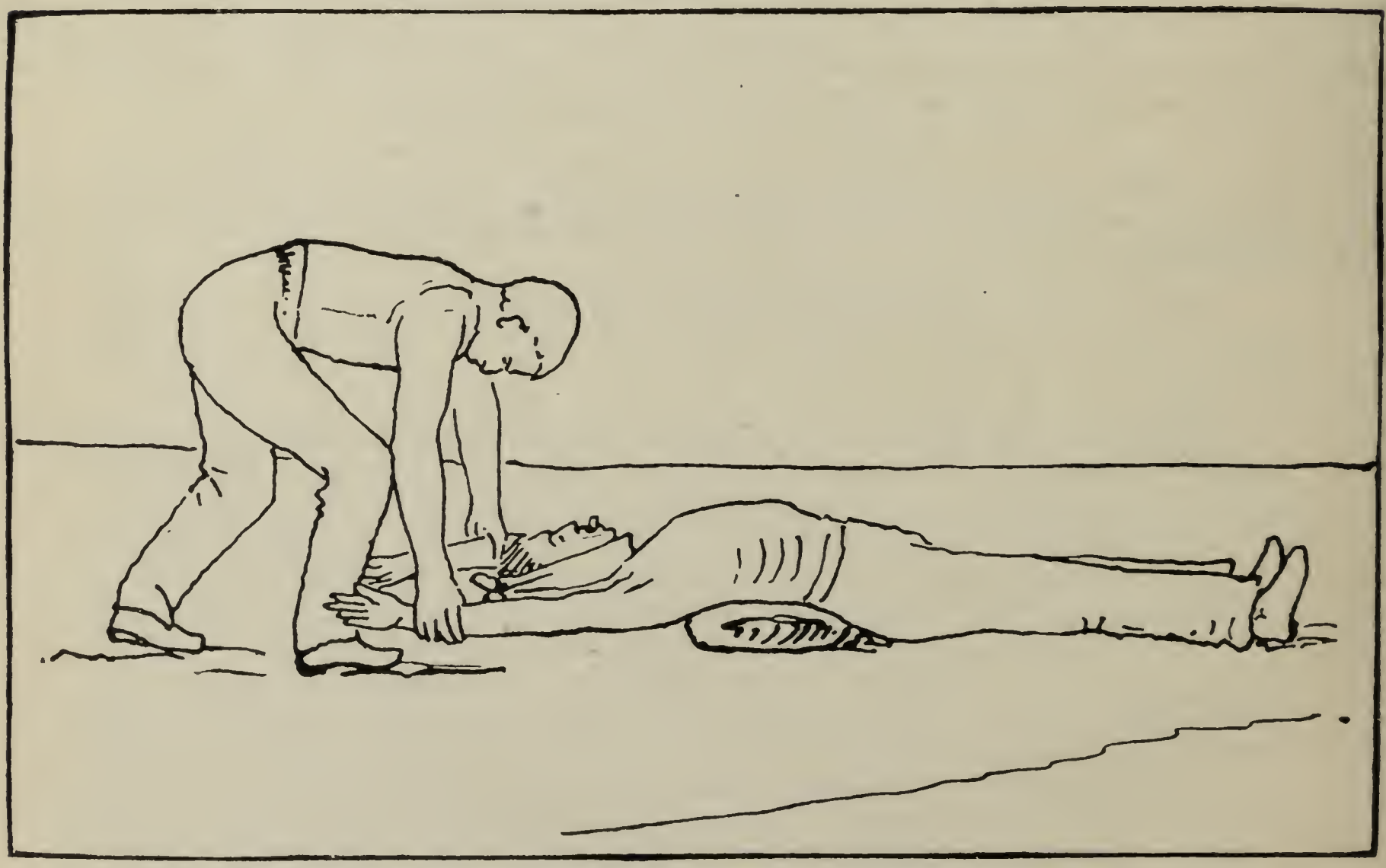


Fig. 4.—Movements by one person to produce inspiration.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. 4.)

Next lower the arms to the sides and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. 5.)

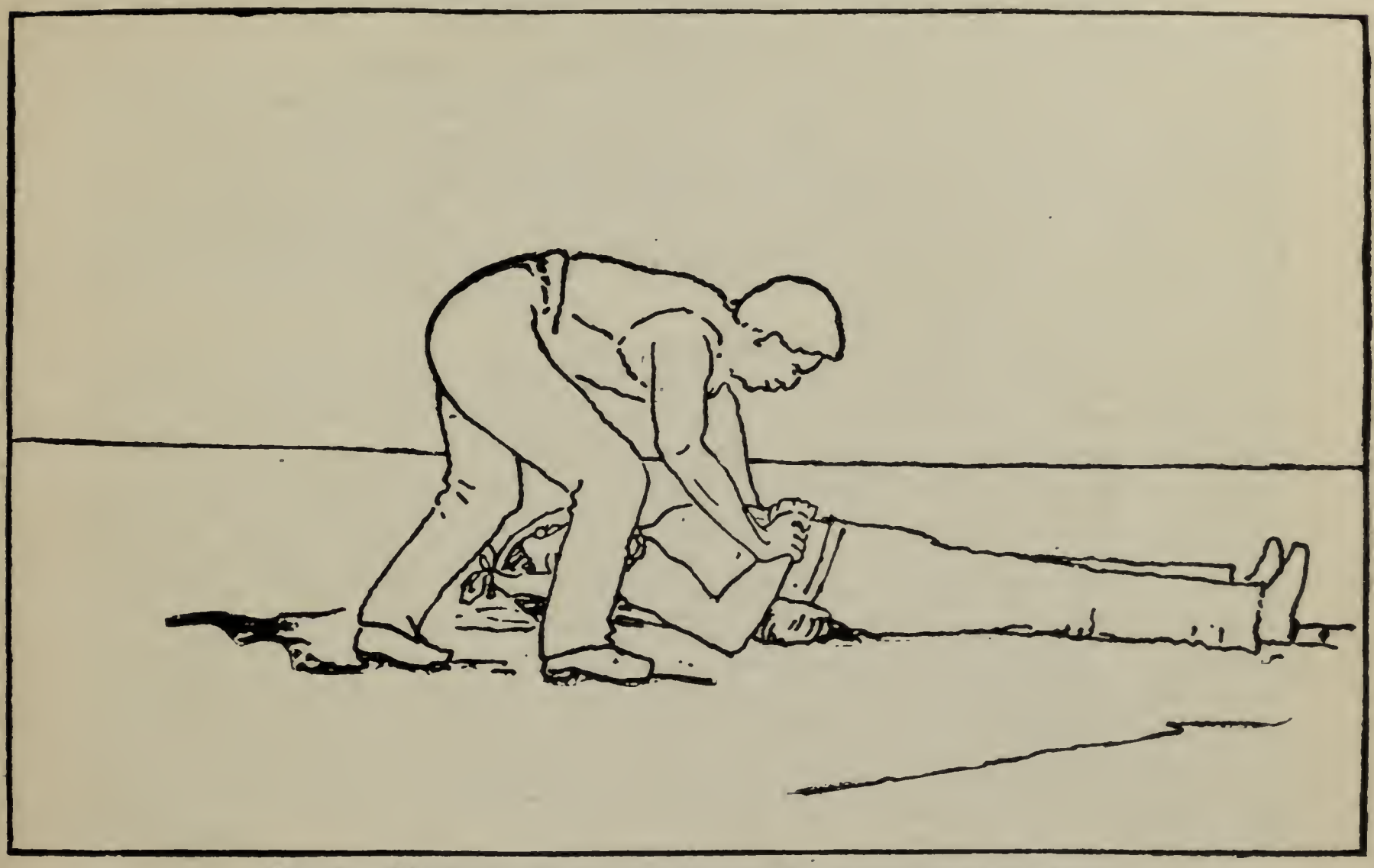


Fig. 5.—Movements by one person to produce expiration.

Repeat these movements twelve to fifteen times every minute, etc.

Instructions for Saving Drowning Persons by Swimming to Their Relief

1. When you approach a person drowning in the water assure him with a loud and firm voice that he is safe.

2. Before jumping in to save him, divest yourself as far and as quickly as possible of all clothes; tear them off if necessary; but if there is not time, loose at all events the foot of your drawers, if they are tied, as if you do not do so, they fill with water and drag you.

3. On swimming to a person in the sea, if he be struggling do not seize him then, but keep off for a few seconds till he gets quiet, for it is sheer madness to take hold of a man when he is struggling in the water, and if you do you run a great risk.

4. Then get close to him and take fast hold of the hair of his head, turn him as quickly as possible onto his back, give him a sudden pull, and this will cause him to float, then throw yourself on your back also and swim for the shore, both hands having hold of his hair, you on your back and he also on his, and of course his back to your stomach. In this way you will get sooner and safer ashore than by any other means, and you can easily thus swim with two or three persons; the writer has even, as an experiment, done it with four, and gone with them 40 or 50 yards in the sea. One great advantage of this method is that it enables you to keep your head up and also to hold the person's head up you are trying to save. It is of primary importance that you take fast hold of the hair and throw both the person and yourself on your backs. After many experiments, it is usually found preferable to all other methods. You can in this manner float nearly as long as you please, or until a boat or other help can be obtained.

5. It is believed there is no such thing as a **death grasp;** at least it is very unusual to witness it. As soon as a drowning man begins to get feeble and to lose his recollection, he gradually slackens his hold until he quits it altogether. No apprehension need, therefore, be felt on that head when attempting to rescue a drowning person.

6. After a person has sunk to the bottom, if the water be smooth, the exact position where the body lies may be known by the air bubbles, which will occasionally rise to the surface, allowance being of course made for the motion of the water, if in a tideway or stream, which will have carried the bubbles out of a perpendicular course in rising to the surface. Oftentimes a body may be regained from the bottom, before too late for recovery, by diving for it in the direction indicated by these bubbles.

7. On rescuing a person by diving to the bottom, the hair of the head should be seized by one hand only, and the other used in conjunction with the feet in raising yourself and the drowning person to the surface.

8. If in the sea, it may sometimes be a great error to try to get to land. If there be a strong "outsetting" tide, and you are swimming either by yourself or have hold of a person who cannot swim, then get on your back and float till help comes. Many a man exhausts himself by stemming the billows for the shore on a back-going tide, and sinks in the effort, when, if he had floated, a boat or other aid might have been obtained.

9. These instructions apply alike to all circumstances, whether as regards the roughest sea or smooth water.

Treatment of Frostbites

As Recommended by the Surgeon-General of the Public Health and Marine-Hospital Service.

1. Do not bring the patient to the fire, nor bathe the parts in warm water.

2. If snow be on the ground, or accessible, take a woolen cloth in the hand, place a handful of snow upon it, and gently rub the frozen part until the natural color is restored. In case snow is not at hand, bathe the part gently with a woolen cloth in the coldest **fresh** water obtainable—ice water if practicable.

3. In case the frostbite is old, and the skin has turned black or begun to scale off, do not attempt to restore its vitality by friction, but apply carron oil on a little cotton; after which wrap the part loosely in flannel.

4. In all cases, as soon as the vitality has been restored, apply the carron oil, prepared according to Service formula.[a] As it contains opium, do not administer morphia or other opiate.

5. In the case of a person apparently dead from exposure to cold, friction should be applied to the body and the lower extremities, and artificial respiration practiced as in cases of the apparently drowned. As soon as the circulation appears to be restored, administer spirits and water at intervals of fifteen or twenty minutes until the flesh feels natural. Even if no signs of life appear, friction should be kept up for a long period, as instances are on record of recovery after several hours of suspended animation.

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[a] **Carron oil**—(Service formula):
Olive oil or linseed oil (raw).
Limewater, of each 12 parts.
Tincture of opium, 1 part.
Mix.

(A)

(B)

(C)

Resuscitation After Electric Shock

1. Break the circuit immediately with a single quick motion, using a ***dry non-conductor***—a dry board, rubber gloves,mackintosh or dry cloth. Don't use metal or moist material. The victim's loose clothing, if dry, may be used to pull him away, but do not touch his shoes, as the nails are dangerous. Only use ONE hand.

2. Feel with finger in his throat for false teeth, tobacco, gum, etc.

3. Then commence artificial respiration, thus—

A. Lay body flat on back. Draw tongue out of mouth, and have assistant hold. Seize both arms at the wrists.

B. Sweep the arms around horizontally away from the body and over the head, and exert a strong pull on them for a few seconds.

A foot may be placed on the shoulder of the patient being aided. This manoeuver fills the lungs with air.

C. The next manoeuver consists in rising and bringing the patient's arms down in front of the chest, making strong pressure with them against lower ribs, pressing on same with the weight of the body in order to drive the air out of the chest. Repeat this procedure regularly at the rate of about sixteen complete acts of respiration per minute.

Do not abandon this treatment under half an hour

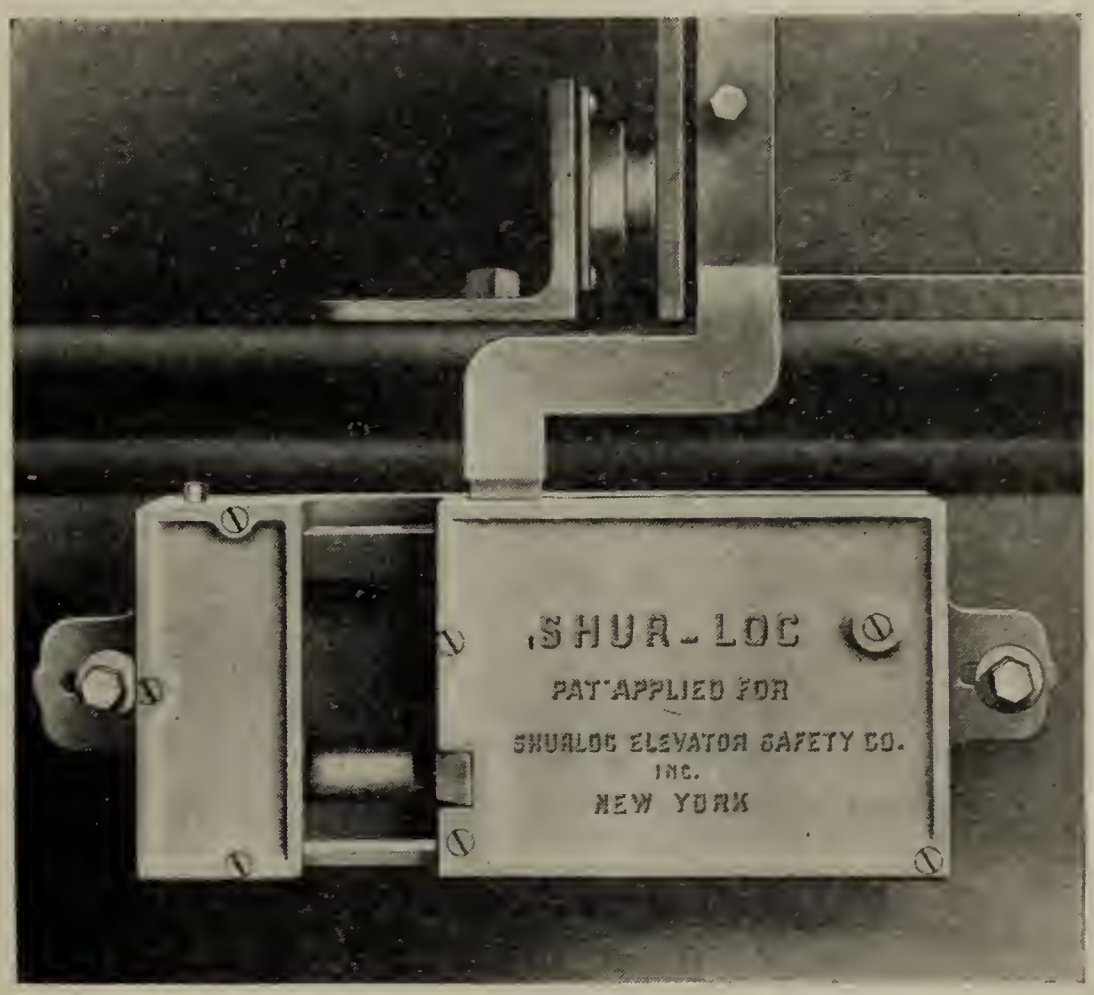
From "Safety Engineering"

With the

INFALLIBLE SHUR-LOC

in charge of elevators

The Killing and Maiming of Human Beings Cease



A YEARLY average of about forty persons killed on account of elevators is shown by the record of the coroner of Cook County. **These are actual killings!**

The incomplete record of **accidents** totals about 100 yearly. The **actual** number is probably over double.

Statistics show that more than 80 per cent of elevator accidents occur at the hatchway door, where persons either enter or leave the car.

Engineers and all others interested are cordially invited to inspect the **Shur-Loc** at our offices.

SHUR-LOC ELEVATOR SAFETY CO. *of* ILL.
SUITE 735, 208 SOUTH LA SALLE STREET

Remember It Is Better to Cause a Delay Than to Cause an Accident

SAFETY FIRST is not a question of dollars and cents; it is a question of saving human life, the most valuable thing in the world, which, when once gone, can never be brought back. It is trying to save men from losing their legs and their arms which never can be put back; it is trying to save the making of widows and orphans, destitution and misery. Neither the company officers nor the laws can do it. But the men themselves can do it if they try.

CHICAGO & NORTH WESTERN RAILWAY COMPANY

Central Safety Committee

The North Western Railway Co. started the SAFETY FIRST movement in order to conserve the lives and limbs of its men, realizing perhaps earlier than most other employers of labor that the men were the most valuable asset it had.

The men became convinced that they themselves had to bear the real burden of the accidents; that every time an experienced man was injured a new or green man had to be put in his place, thereby increasing the risk of injury to all the other men and at the same time decreasing the efficiency of the organization. They were told that we wanted to make the Chicago & North Western Ry. not only the BEST but the SAFEST in the country.

How well they have succeeded in doing so is best indicated by the fact that during the 58 months (ending May 1, 1915,) since the inauguration of the Safety First movemant on our road, as compared with 58 months on same basis as year ending June 30, 1910, there were:

415 fewer persons killed, a decrease of 24.2%
13,418 fewer persons injured, a decrease of 27.1%

And the further fact that in April, 1915, NOT ONE EMPLOYE was killed on the North Western Railway, which—for a Company operating 8,423 miles of line and employing about 50,000 men—is truly a remarkable record.

It Takes Less Time to Prevent an Accident Than It Does to Report One

NW3818

STEEL

—The "Olympian" trail is laid with the heaviest steel rails—the bridges are steel —the grades are the easiest —and the line is the shortest.

STEEL

—The "Olympian" cars all are constructed of steel with interiors finished in rich mahogany—thus combining utility and beauty.

"The Olympian"

Leaves Chicago daily at 10:15 p. m., for Spokane, Seattle and Tacoma via the

CHICAGO
Milwaukee & St. Paul
RAILWAY

All equipment is "St. Paul" owned and operated.

STEEL

—The "Olympian" attendants are all "St. Paul" employees — "true as steel." One road—under one management—with one service—"St. Paul" all the way insures a trip of solid comfort and enjoyment.

The "Columbian"—also all steel—leaves Chicago daily at 10:10 a. m.

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YOUR DUTY AS A CONSCIENTIOUS CITIZEN IS TO SUPPORT A SAFETY FIRST MOVEMENT IN YOUR COMMUNITY

YOU take pride in the fact that your community thinks well of you. Here is an opportunity for you to render a valuable service to your community and to yourself. There are a great many accidents occurring which should never occur; they are preventable, and you can be a factor in making your community a safe community. Lend your hearty support to a live Safety First movement, and thereby contribute your share towards preventing the maiming and killing of persons in your community from preventable accidents. You can become an efficient accident preventionist and a factor in Safety First work by reading

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This magazine publishes each month information which should be carefully read by every conscientious citizen. It is the leading medium of information on SAFETY, and sets forth in an interesting and intelligent manner how conditions of safety to human life can be secured.

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SAFETY ENGINEERING

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THE RECORD OF THE DEAD

STOP! THINK! LOOK! LISTEN!

FIRST AID TO THE INJURED

A LESSON FOR THE LIVING